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REUNITED—A DECORATION-DAY IDYL.

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What Should the South Do?

(Written for "Leslie's Weekly.")



THE HON. JOHN S. WISE.

to find out how we could eliminate the last one of them. — *Con. Rec.*, p. 2346.We have a governing race, just as you would have in Massachusetts if you had 750,000 negroes and only 500,000 white men. — *Con. Rec.*, p. 2265.We had 125,000 negroes of voting age, and 100,000 whites. — *Con. Rec.*, p. 2348.We stuffed ballot-boxes. We shot them. We are not ashamed of it. — *Con. Rec.*, p. 2349.We called a constitutional convention and we eliminated, as I said, all of the colored people whom we could. — *Con. Rec.*, p. 2349.Under our new constitution . . . we have 114,000 registered voters. — *Con. Rec.*, p. 2261.I say ninety-seven per cent. of the white vote is Democratic — *Con. Rec.*, p. 2262.

However this language may be criticised, there is no denying that it is intelligible. When John Brown was asked, after his capture, what he intended to do with the property of the government and of private individuals seized by him at Harper's Ferry he replied that he intended to appropriate it. He would consent to use no other term. Senator Tillman is equally tenacious of the word *eliminate*, concerning the suppression of the colored vote. Still, people generally understand what both meant. This announcement of what has been done in South Carolina and elsewhere naturally suggests the following queries in view of the conditions announced:

What does the South propose?

What do other sections of the nation propose? and

What does the nation at large demand?

The enfranchisement of the negro race at the time and in the manner in which it was done was the weakest and most unfortunate legislation in the strong and statesman-like record of the Republican party. The time has come when this is substantially admitted. The strongest ground on which it was placed was that it was essential to enjoyment and preservation of the freedom which had just been bestowed upon the race. The number of people who then believed the negro worthy of the franchise and capable of defending his right to it was larger than it is now. A few advocated negro suffrage as a retaliatory measure against the Southern whites. But the masses of the people had at the time no well-defined views upon the subject, and acquiesced in the legislation as probably the best, but at the same time an experimental, solution of a new and difficult problem.

After the lapse of thirty years very few thoughtful Americans in any part of the country are without intelligent and pronounced opinions on the subject of negro suffrage. These have been arrived at from the actual experiences of a vast number of Northern people who have gone to live in the South, and have returned to report the conditions existing there. Their testimony has received consideration which no Southern views could hope for among the Northern people. Besides, the press and improved means of inter-communication have made citizens of all parts of the country much more familiar with the situation in other sections than was formerly the case. The North understands fairly well the conduct of the Southern whites, the conduct of the Southern blacks, the operation of the laws relating to negro suffrage, the manner of their enforcement, or, if you choose, their evasion, and last, but not least, the effect which the grant of negro suffrage has had upon Southern representation in Congress, upon the constitution of that body, and, through it, upon Federal legislation.

No one subject of disagreement between North and South in the time of slavery caused more irritation in the North than the representation accorded the South on the basis of its slave non-voting population. After the North won in its struggle against the South, and re-admitted it to representation in Congress, it is incredible that Northern leaders intended to double the former representation of whites. The most the South had ever been able to secure

was representation based on three-fifths of its slave population. When, after the war, by the Fourteenth Amendment, the representation was increased to the full basis of the black and white population, it was plainly on the theory that all males of voting age would be permitted to vote, and the amendment provides for a curtailment of representation where such is not the case.

The actual result in South Carolina, upon the confession of Mr. Tillman, is that the blacks there now have no more voice in elections than they had when they were slaves, and, in effect, the whites have representation on the basis of all the blacks, instead of three-fifths of that race. The North and West must by this time fully realize the mistake that was made. If, at the end of the war, they had made no attempt to enfranchise the negro, and had kept Southern representation down to the basis of white voters, they would not have imperiled their control in Congress, nor would they have alarmed the South so as to band the whites there in one party for thirty years, deaf to any reason for division in the presence of a real or fancied danger of negro domination. If the North had not done this the Southern people would themselves, in due time, have clamored for negro suffrage in the effort to increase their representation. The whites of the South, divided between the parties on old lines of antagonism, would in all probability have become competitors in demanding the franchise for the negro; and the negroes, thus enfranchised, would have divided between the parties, uncertain to which party they were most indebted for it when it came. All the passion and crime and folly of the past gone thirty years might thus have been avoided. But they were not avoided; and everybody now sees that Federal legislation, while it failed to secure to the negro his franchise, has doubled white representation in the South.

Viewed from the standpoint of protecting the vote of the (Continued on page 407.)

Admiral Dewey's Western Tour.

THE enthusiasm shown for Admiral Dewey on his recent trip through part of the West and South is of national interest for several reasons. It is primarily, of course, a personal tribute to the man for the transcendent value of his services to his country. It is also a compliment to the enterprise and the intelligence of the press—of the weekly illustrated papers, of which LESLIE'S WEEKLY is the most popular type, as well as of the daily journals—in describing pictorially and verbally Dewey's great achievement and the conquest to which it led, and in thus arousing a widespread popular desire among his countrymen to see and greet the hero individually. There is likewise a chance that the tour may have political consequences.

More than 1,500,000 persons greeted Admiral Dewey while he was in Chicago—that is, that many persons saw him while he was in that city, and most of them shouted for him. At least 700,000 persons saw him in the three days while he was in St. Louis in the various public functions in which he was the central figure. A correspondingly large number of persons greeted him in Memphis, Nashville, and the rest of the cities which he visited, while crowds gathered at every station along the railroads between those points at which his train stopped for a minute or two. No such outpouring of people was ever seen to do honor to any former popular favorite in this country, not even to Grant in the height of his fame.

All this popular interest in Admiral Dewey was rendered certain by the comprehensiveness and intelligence with which the press of the United States treated his exploit and its consequences. LESLIE'S WEEKLY, for example, through its special artists and correspondents on the ground, by pictures and letter-press gave a more really illuminating description of the admiral's deed and the region in which it was performed, as well as of the events of the land campaigns to which it led, than was ever given before to any achievement by any paper in the world. A popular desire to see Admiral Dewey was thus aroused through the whole country, which has been sufficiently urgent to compel him to take a tour among a few millions of his admirers, and which will send him on his promised visit to the Northwest in June.

Will the admiral's tour have political consequences? Possibly it will. He declares that he will be an aspirant for the nomination in the Kansas City convention, and though the present indication is that Bryan will be the candidate of that body, it is well to bear in mind that the actions of national nominating conventions are uncertain. Five or six hundred delegates have often been swept off their feet, figuratively speaking, by a sudden tempest of emotion, as they were in Bryan's own case four years ago, and Admiral Dewey has captivated the popular imagination in a greater degree than has any other man in our day. In several of its aspects the admiral's trip through the West and South has an interest for the whole country.

Buencomino Bunkum.

THE anti-expansionists will undoubtedly load their guns with ammunition just cabled from Manila in the form of a proclamation by one Señor Buencomino, at one time secretary of a lot of things in Aguinaldo's hobby-horsical government.

In the first place, this Señor Buencomino, who has promulgated a "platform of peace" for the contemplation of General MacArthur, does not represent the warring faction of the Filipinos. He was ousted from the Aguinaldo-Mabini cabinet a year ago for misappropriation of public funds and general lack of patriotism. For a year he skulked and hid in small Pangasinan towns until run down by MacArthur's troops, to whom he appealed for protection. His entire record is illuminated by political somersaults. He associated himself with what he thought the winning side with an avidity that would do credit to a circus performer. He fought his countrymen under Spanish régime; he fought Spain after Dewey took Cavité, and when he thought America would recognize the Filipino republic he identified himself with Aguinaldo. When the insurgent government was annihilated he grabbed what public funds he could and disappeared from view until picked up by the American soldiers. Buencomino's platform is aimed to reinstate him in the good graces of his own people. It asks for "co-operation on the part of Filipinos; liberties and rights under a constitution"—he does

not say the American Constitution; "a delegation of Filipinos to present their desires to the American Congress"; "Filipino representation," and "the exclusion of the friars."

Buencomino knows that his proposals will be rejected, as they should be. He is practically a prisoner, and disgraced and discredited among his own people as much as that is possible in the light of the fact that Filipinos do not hold treachery as a cardinal sin, and his present efforts are solely to reinstate him in the good graces of his people by reiterating, in a new form, the same old aspirations that have confronted us every time we have tapped Filipino opinion. Buencomino and Paterno are able to communicate with Aguinaldo, and when that worthy gets ready to treat with us he will make himself known; all other unauthorized propositions are merely ruses to gain time and secure cessation of hostilities while the scattered insurgents can recuperate and reorganize, to be better prepared for the winter's campaign.

The Plain Truth.

SOME irreverent joker ruffled the feelings of the delegates to the Methodist General Conference at Chicago, during its recent interesting session, by peddling copies of the daily *Christian Advocate*, the official organ of the conference, on the streets during Sunday. Several delegates denounced the Sunday sale of the *Advocate* as a violation of the Commandments, and the conference directed that, so far as its authority extended, the sales should be stopped. This is consistent, and no one can find fault with the action of the conference. But, while it was engaged in thus opposing the transaction of business on the Sabbath, why did not some one of the numerous delegates offer a resolution to put an end to the common practice Methodist clergymen have of asking subscriptions for the *Christian Advocate* from their pulpits during Sunday services? Is the sale of the *Advocate* on the streets on Sundays any worse than this? We pause for a reply from Brother Buckley.

The State of New York has reason to be proud of the condition of its great insurance business, and of the department at Albany which supervises it, and of the methodical, industrious superintendent who presides over that department, the Hon. Francis Hendricks. A faint conception of the magnitude of the life-insurance branch of this business may be realized by a glance at the annual report of Superintendent Hendricks, recently transmitted to the Legislature. It shows that the gross assets of the life and casualty companies transacting business in this State aggregated, at the close of last year, \$1,576,000,000. Almost a billion of this enormous amount belonged to the New York State companies, and the gross divisible surplus of these companies was nearly \$165,000,000, or over twenty dollars for every man, woman, and child in the State. The receipts of the New York State companies during 1899 were nearly \$214,000,000, or at the rate of two-thirds of a million of dollars during every business day of the year. The disbursements of the year were over \$4,000,000 per week. One can hardly comprehend the stupendous character of these figures without giving them careful study.

To all the other powerful influences at work for the preservation of the song and game birds of the country, it is now proposed to add the provisions of the interstate commerce law. A bill has been favorably reported in Congress with this end in view. It seeks to extend the benefits of the protective game laws of the several States by providing that such prey of the sportsmen as quail, grouse, and deer shall not be shipped from one State into another, and the railroads are to be made liable if they knowingly transport such game out of season. This movement for the protection of animal life has the hearty support of the Agricultural Department. The song and game birds are the farmers' best friends, as they subsist on the insects that destroy his crops, but hunters and milliners have preyed on them until many species have become almost extinct. The Post-office Department has also shown its willingness to co-operate in the work of preservation. It having come recently to the notice of Postmaster-General Smith that millinery-supply dealers had been sending out circulars to the postmasters of the country offering good prices for various kinds of song birds, that wide-awake official sent an order to postmasters not to engage in this business in violation of State laws. In the face of such influences it seems hardly possible that the shameful and barbarous slaughter of our harmless birds can go on much longer.

The latest advocate of legislation to place limitations on wealth is Walter S. Logan, the well-known ex-president of the New York State Bar Association. He suggested in a recent interesting address that \$10,000,000 should be the limit of the wealth of any person. He would keep it within this figure by levying a graduated income tax, increasing it in proportion to the individual wealth, and limiting the amount which might pass by inheritance to heirs-at-law. Such legislation would not affect the distribution of one's wealth while its owner was living, or prevent his removal to some country where such limitations did not exist. Mr. Logan believes that if the state, by such a policy, succeeds in diverting the stream of individual wealth into its own coffers, it could speedily build a ship canal from the lakes to the sea, own the New York Central Railroad, establish city ice plants, and do many other things for the benefit of the people. Observation demonstrates that the greater one's income the greater his disposition to extravagance, and as it is with the individual, so it is with the state. It has been so under all administrations, no matter how economically officials have striven to conduct public affairs. There is such a thing as carrying paternalism too far, and a distinct reaction is visible among thoughtful men against the tendency toward socialism. If it is the province of the state to own the railroads and to go into the business of supplying ice to consumers, why should it not become the purveyor of everything that the people need? Where shall the line be drawn, and who shall draw it? While other and greater questions, such as the tenement-house problem, sanitation, food adulteration, and rapid transit to cheap and healthy homes in the suburbs, remain unsettled, can we not find more profitable employment for our legislators than the drafting of laws to limit the possession of wealth?

PEOPLE TALKED ABOUT

—FRED WASHINGTON ATKINSON, principal of the high school at Springfield, Mass., who is now studying the methods of the



PROFESSOR ATKINSON, THE FIRST SUPERINTENDENT OF PUBLIC INSTRUCTION IN MANILA.

23d, 1865. After graduating from the State normal school at Bridgewater, Mass., and teaching one year in the high school at Upton, he entered Harvard in 1887 and was graduated in 1890, making the four years' course in three years. A year of teaching in the high school at Westfield, Mass., was followed by a trip abroad for study and examination of European school methods. In Leipsic he received the degree of Ph.D. He was appointed principal of the Springfield high school in 1894. Mr. Atkinson is a gentleman of broad culture and pleasing personality. He is athletically inclined, and may be expected to include American college games in the out-door curriculum of the Filipino schools. He is married, but has no children. He will sail for Manila from San Francisco on June 15th.

—John Skelton Williams, aged thirty-five years, is the youngest railroad president in the world. He is the head of the



JOHN S. WILLIAMS, THE YOUNGEST RAILROAD PRESIDENT.

Seaboard Air Line Railway aggregating nearly 3,000 miles of tracks. He had to work for his living while a mere lad, and two of the chief causes of his rapid promotion are his uncompromising integrity and his phenomenal capacity for hard work. One of nine children—six brothers and three sisters—he entered the banking-house of his father, John L. Williams, of Richmond, Va., in his early teens. With the assistance of his father, who left the University of Virginia with his master's degree, the boy compassed his own education in the classics. He worked at night and into the early hours of the morning, and before he had reached his majority had compiled a manual for investors, which, by reason of its breadth, minuteness, and completeness, attracted the attention of financiers in all the great cities. From this time the banking-house of John L. Williams & Sons began to grow, until it reached the eminent place it now holds. Of excellent physical build and power, Mr. Williams still turns night into day, his crowning performance having been so brilliant as to attract the wonder of financiers. In the face of the strongest opposition he has achieved in one year the physical and financial consolidation of the Seaboard Air Line, the Florida Central and Peninsula Railway, and the Georgia and Alabama Railway, of which last system he was president as early as 1895. As a result, a new system, the Florida and West India Short Line (Seaboard Air Line), shorter than any of its competitors by 100 miles, has been completed through the richest territory of the South, extending from New York to Tampa, Fla.

—Being a man of somewhat pugnacious temperament, Archduke Franz Ferdinand d'Este, heir apparent to the throne of

Austria, probably secretly hoped for opposition on the part of his uncle, the Emperor, and the premiers when he announced the other day that he proposed to marry the woman with whom he is in love—who is not a royal personage—rather than some woman his equal in rank, who might be picked out for him. If this was his expectation he is disappointed, for apparently not even a remonstrance against the rather unusual proceeding was made, the Emperor declining to act the stickler for "old usage and giving his consent at once; and his premiers promptly setting to work to smooth the way for the alliance. The woman whom

the heir apparent will make his wife is the Countess Sophia Chotek, formerly a lady-in-waiting to the Duchess Frederick. This marriage will, of course, cause a change in the succession, the children by such a union having no claim to their father's titles; and to the end of arranging for this change the premiers are preparing bills to be submitted to the Austrian and Hungarian Reichstags. The successor of the Archduke Franz Ferdinand will be Archduke Karl Franz, the thirteen-year-old son of the heir apparent's younger brother Otto, the latter's succession being practically annulled by reason of the offenses against decency which led to his banishment from the Austrian court and made him a social outcast. Probably the Emperor's prompt agreement to his nephew's matrimonial plans was not altogether through good nature and a desire to please, but by reason of the knowledge that opposition would be the surest means of making the archduke even more intent on marrying as he pleased. The heir apparent, indeed, is far from being a pattern, and his accession to the throne is looked forward to only with foreboding. It is even said that some of his interviews with his uncle have ended in his receiving a taste of a horse-whip in the hand of his royal relative. Nobody envies the lot of the young successor to the throne after the death of his grandfather.

—True and beautiful are the words of Holy Writ, "Greater love hath no man than this, that a man lay down his life for his friends." This was the appropriate inscription engraved on a diamond locket presented to Miss Nellie Florita Williams, of New York, by her friend and companion, Miss Edith A. B. Harris, who was saved from drowning by Miss Williams while the two were bathing in the surf at Long Branch last August. There was a choppy sea at the time, and Miss Harris, though herself a good swimmer, became exhausted when about 400 feet from the shore. Her cry for help was heard by many, but Miss Williams was the only one who had the presence of mind to go at once to her relief. When her brave rescuer reached her Miss Harris was sinking for the last time and had become unconscious. By a desperate effort her friend kept the head of the helpless girl above water for five minutes until the life-boat reached them, but it seemed for a few moments to the anxious friends on shore that both would be lost. It was one of the most exciting incidents and most narrow escapes ever witnessed at Long Branch. Miss Williams did not take all the credit for her noble deed upon herself. "My parents," she said, "deserve credit for teaching me how to swim." An interesting sequel to this act of heroism occurred in New York City on the evening of April 27th, when Miss Williams was presented with a gold medal by the United States Volunteer Life Saving Corps, in recognition of the deed. The ceremony took place at the home of her parents, Dr. and Mrs. J. A. Williams, at No. 598 West End Avenue, New York, the presentation being made by Rev. Dr. A. J. Sullivan, pastor of the Trinity Presbyterian Church, of Philadelphia. Miss Williams is the sixth woman who has received a life-saving medal from the Volunteer Corps, and the first, it is said, who had effected a rescue in the open ocean.

—The philanthropic spirit characteristic of the wealthy men and women of America has just been manifested in a notable



COUNTESS CASTELLANE, JAY GOULD'S DAUGHTER.

way in Paris by the gift of a beautiful building to that city from the Countess de Castellane, née Anna Gould. The edifice is a new Charity Bazaar, to take the place of the institution of that name which burned to the ground in 1897, with the loss of 125 lives. The new bazaar was opened with impressive ceremonies on April 23d. It stands in the Rue Pierre Charron, an offshoot of the Champs-Elysées. It will be remembered that the Count and Countess de Castellane paid a visit to this country last summer after an absence of five years. The wedding of Miss Gould, which took place on March 4th, 1895, was one of

the most magnificent in its surroundings and appointments of any ever witnessed in the metropolis, as was entirely becoming the great wealth and eminent social position of the contracting parties. After a brief honeymoon the happy pair went to Paris, near which city they have since resided in the palatial home of the Castellane family, one of the oldest and noblest houses in France. Two children have been born to the Castellanes, both strong and healthy little ones, as the picture we give of them sufficiently attests. The children did not accompany their parents on their recent American visit, a fact which helped to make the visit brief, as all fond parents can well understand. It is said that the countess had changed but little since her marriage, still possessing the same girlish figure, while the lines of her face are rounded by youth. It has been decided that the honor of entertaining the Emperor Menelek of Abyssinia, during his visit to the exposition this summer, shall devolve upon the Count and Countess de Castellane, the most signal distinction ever visited upon an American in France.

—Some venturesome Americans desiring to serve in the Boer army are making calls on the Hon. Charles D. Pierce, of New

York City, who has served in the capacity of consul-general of the Orange Free State in this country for several years past. That gentleman, however, has been compelled to inform these would-be soldiers that he has no power to enlist them, but can only give them information as to the best means for reaching the scene of conflict in South Africa. Mr. Pierce has been able to render other practical service to the country he represents by circulating pamphlets throughout the United States containing valuable information as to the Orange Free State, and correcting many misstatements which have become current. At present he is devoting himself largely to the collection of funds for the relief of the widows and orphans of the Boer soldiers. In some respects the situation of the Orange Free State in the present struggle in South Africa appeals more strongly to American sympathies than that of the Transvaal itself. The former has maintained an absolutely independent existence for years, and should the present war result as it seems certain to do, it will mean the wiping out of a republic over which no claim or shadow of suzerainty has ever been cast. Mr. Pierce comes naturally by his aversion to the British. His great-grandfather fought against them in the Revolutionary War, and his grandfather in the War of 1812.

—Spring in Georgia means days full of sunshine and the song of birds, glorious moonlight nights, and a profusion of flowers.

Then it is that the annual floral fête at Augusta, which is one of the social events of the State, occurs. For a week the merry making lasts, and Flora reigns supreme. From every building stream flags and garlands showing the carnival colors. The streets are lined with eager, good-natured crowds, and gay with the sound of strolling bands. Not only from the towns do the people come, but from over the Carolina hills come the "crackers" in canvas-covered wagons, and from the plantation

down the river the negroes, clad in homespun frocks of brilliant red and blue and yellow checks, come laden with wild-flowers, and driving to their two-wheel carts soft-eyed, slow-moving oxen. The procession of flowers, which ends the week's festivities, is led by the queen, her golden coach garlanded with hundreds of lilies and drawn by six white horses. The royal escort consists of six outriders and four maids-of-honor. And what a procession it is! Down a street whose broad driveway for two miles winds beneath the shade of four rows of wide spreading water-oaks, past houses gay with flags and garlands, and in whose gardens roses and geraniums, lilies and honeysuckle bloom in riotous profusion, the soft-rolling vehicles glide. First come the double teams, and as one catches sight of them the lavish display of flowers is bewildering. Most of them are covered entirely, though some are festooned with great clusters of blooms, caught with huge bows of satin ribbon or rosettes of fluffy gauze. High traps there are, tandem teams, and low-seated phaetons, and all driven by men immaculate in white flannels, and girls whose airy gowns and picture hats match in daintiness and color the pansies and wild roses and morning-glories that are used with a reckless extravagance. The selection of Miss Anita Phinizy as queen of this year's fête was a most wise one. The paramount duty of the queen is to look beautiful, and this Miss Phinizy accomplished with the easy grace of an adept. Although a *débutante* of the past winter, she has all the charms and *savoir faire* of an experienced society woman. She comes of a family long identified with the social life of Georgia and the Carolinas. Her father, Leonard Phinizy, is a well-known lawyer, and one of the most prominent capitalists in the South.



A CORNER OF THE SPACIOUS BALL-ROOM.



THE DRAWING-ROOM, WHICH WILL BE RECOGNIZED BY MANY AMERICANS.



THE DINING-ROOM.



WHERE THE AMERICAN MINISTER AND HIS FRIENDS ENJOY THEIR CIGARS.



THE BEAUTIFUL MUSIC-ROOM.

THE HOME OF GENERAL HORACE PORTER, AMERICAN AMBASSADOR AT PARIS.

THE FAMOUS OLD SPITZER MANSION, IN WHICH AMERICA'S POPULAR REPRESENTATIVE AND HIS CHARMING FAMILY ARE ENTERTAINING THEIR FRIENDS DURING THE EXPOSITION SEASON.—[SEE PAGE 418.]

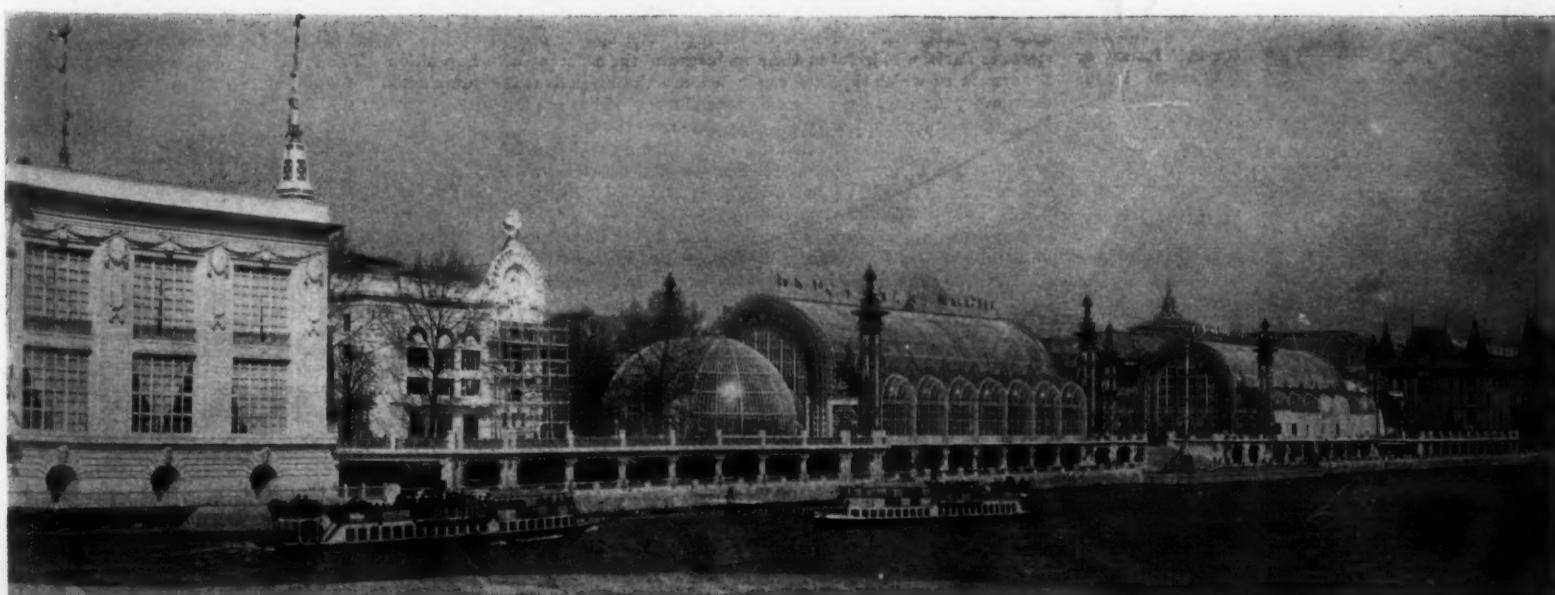


THE FIRST FATAL ACCIDENT AT THE PARIS EXPOSITION.

COLLAPSE OF THE BRIDGE NEAR THE CELESTIAL GLOBE, ON A RECENT SUNDAY—TEN PERSONS WALKING UNDER THE BRIDGE WERE KILLED AND A LARGE NUMBER WOUNDED.—PHOTOGRAPHED FOR "LESLIE'S WEEKLY" BY BOUET, PARIS.



INTERIOR OF THE GRAND HORTICULTURAL BUILDING, SHOWING THE FIRST FLORAL EXHIBITS.



Hall of Congress.

Horticultural Hall.

City of Paris building.

EXTERIOR VIEW OF THE HORTICULTURAL AND OTHER EXPOSITION BUILDINGS ON THE SEINE.

THE GREAT EXPOSITION AT PARIS.

THE BEAUTIFUL FLORAL DISPLAY IN HORTICULTURAL HALL.

TO SEE THE PARIS EXPOSITION FOR \$250.

AN AMERICAN GIRL TELLS HOW THIS CAN BE COMFORTABLY DONE—VALUABLE HINTS FOR STRANGERS IN PARIS.

(Special Correspondence of "Leslie's Weekly.")



A TYPICAL PARIS MAID.

PARIS, April 25th, 1900.—Presumably at least a hundred thousand persons in the United States are asking themselves the question, "Can I afford to go to the Paris Exposition?" and adding, "If I only knew what it would cost I could decide the question quickly." The expense need not exceed \$250. The Paris Exposition will not require more time to "do" it than was required to see the best in the famous world's fair at Chicago. The Paris display is more compact in the arrangement of its buildings than was the Chicago fair, covers less territory, and has a smaller number of exhibits—that is, by classes, I will not say of enumerated articles.

I make this general statement because an actual demonstration was made at Chicago of the fact that a visitor in good health and with fair pedestrian ability could "see" the exposition from one end to the other, going up and down the aisles of every principal building,

passing each of the most notable exhibits, and also making the circuit of the grounds and of the interior of the most important minor buildings, all in the space of five good working days by giving up the hours from eight A. M. to six P. M., to the task, with an hour's intermission for the noon-day's lunch and rest. This was done by a great many visitors to Chicago whose time was limited. The Paris Exposition can be seen, comprehended, and pretty well understood in a week.

But I am beginning, perhaps, at the wrong end of my story. Making the initial expense the cost of a trip across the Atlantic, one begins with the steamer passage. There is such a thing as a very excellent second-class ticket, with good rooms and really abundant fare. Many persons in comfortable circumstances habitually travel second-class on our great steamship lines, and save just about half the expense of the ocean journey. A first-class round-trip ticket costs \$150 and upward, and the Canadian lines and some of our slow boats will make a rate of a little less. This means the lowest first-class rate on a good boat. The route to Paris from Southampton or from London is direct, and it is easy to arrange to buy your railroad ticket at a tourist agency in any of our great cities, if one does not speak French and does not care to be bothered with the purchase of tickets on reaching England or France. Some steam lines will book you through to Paris at a reasonable rate. But \$175 will take you to Paris from New York and home again and pay your steamer tips.

You can secure excellent lodgings and three meals a day at thousands of French boarding-houses, which are known as *pensions*, where your expenses need not exceed a dollar a day. A number of well-bred American girls, studying French in this city, and living two in a room, with excellent quarters and as good a dining service as any one need ask for, pay at the rate of 135 francs per month, which is twenty-seven dollars, and for this they receive the use of their room, their coffee and bread and butter in the morning, a substantial mid-day meal or *déjeuner*, and an evening dinner lasting over an hour and comprising several courses. They pay extra for lights, fuel, and washing, but this is not much. Many economize by washing their own handkerchiefs and smaller garments, but the expense of the laundry is no higher than it is at home. These boarding-places, or *pensions*, can be found in nearly every section of the city, and especially in the Latin Quarter. A list of *pensions* will be gladly given you at the Brooklyn *Eagle* office, 53 Rue Cambon; the Lady Guide office, 24 Rue Richelieu, near the Louvre; or at the office of the New York State Commission at the exposition.

From your railroad-station on your arrival at Paris to your boarding-house, you will have to pay for the use of a cab. By

the hour, a cab for one or more persons costs two and one-half francs, or fifty cents. By the trip, or "tour," it costs one and one-half francs, or thirty cents, besides a tip of five or ten cents for the coachman. It will be seen that cab hire is as cheap here as in London, and much cheaper than it is in New York. The cost of admission tickets to the exposition varies. No tickets are sold at the entrances. All must be bought of the vendors outside, and if one is willing to be a little patient and not take the first offered, he will be able

to get a ticket for fifty-five centimes, or eleven cents, but as soon as one of these ticket-sellers sees a foreigner he begins to offer the tickets for seventy-five centimes, so one must literally beat the seller down. Before ten in the morning and after six at night the admission requires the use of two tickets, and some days four or five.

Your expenses thus far, you see, will not have mounted up much beyond the cost of your steamship ticket and steamer tips, and if you are prepared, after having seen the exposition, to return home after two weeks' stay in Paris, you will find that \$250 will cover the entire expense. But a visitor would be unjust to himself or herself to limit a trip to Paris to a single week or two. At least one week should be given to its principal attractions besides the exposition, including the magnificent pictures of the Louvre, the impressive tomb of Napoleon, the grand and historic churches and cathedrals, the charming parks of the Luxembourg and Tuilleries, and especially the Jardin de Plantes and the quaint cemeteries of Père la Chaise and Montmartre, with their queer little chapels, so different from anything we see in America. A visit to Paris would be incomplete without a trip up and down the Seine on the little passenger-boats that are to Paris what the elevated cars are to New York. In St. Cloud, Versailles, and Vincennes you will find beautiful parks and much of historic interest.

If possible, go up to London for another week. This can be easily done for twenty-five dollars. The fare, including fees, from Paris is less than ten dollars, if you go via Dieppe. The short Calais route is more expensive. At the Girls' Friendly Society or the Young Woman's Christian Association, in London, girls can readily procure board and lodgings for five dollars a week, not including the mid-day meal. The former society has an office in Paris, where application may be made for lodging in London, and everything arranged before the start is made from Paris. This will leave ten dollars for your extras in Lon-

don, and contempt; for the French hate the English, and it is a common experience of an American girl who ventures on the street alone, or even with companions, to be followed by students and children, and to be hissed at by the older ones and jeered by the gamins of the street. Even the women on the buses make faces at you. This is no exaggeration. It is an experience which I have passed through myself. The mere fact that I may carry in my hand a copy of the New York *Herald*, the Paris edition of which is very popular with Americans, is often sufficient to ward off these insults.

On one occasion, a young lady from Massachusetts was walking with me on a promenade, and was followed by a young man who hissed and called after her "Anglais." She had in her hand, which was under her coat, the *Herald*. The young man happened to see its title and instantly turned on his heel and walked away, half apologetically murmuring, "Ameri-caine." The English are sometimes inclined to be overbearing and usually are not too polite, and are therefore not in good favor at the hotels and restaurants, while Americans are generally received with courtesy. Other things that an American visitor, and especially a lady, should remember, are these:

When you take a cab tell the coachman on entering whether you want it *à l'heure* (by the hour) or by the "course." It is wise, also, to have just the correct fare, plus the *pourboire*, or tip. Hand this to him and immediately walk away, for you are quite likely to run across an impolite coachman, and if you tarry a moment he will take you for a stranger and demand a larger fee. To take a 'bus go to any of the numerous little stations on the street, and if you are not quite sure which 'bus is the one you want, ask the man sitting behind a wire screen. He will hand you a ticket with a number on it. When the right 'bus comes along, if you do not speak French or understand French numerals, hold the ticket up in plain view, and when your number is called the conductor will motion you to get on. Only as many as the 'bus can seat are allowed to enter. The churches of Paris you can easily find by means of your guide-book. The maps in the back of the latter will prove invaluable.

Bring just as little luggage as possible. The inevitable shirt-waist, with a medium-length skirt, is the most comfortable dress, and with one good "Sunday gown" this will be quite sufficient for a short trip. The decimal system being in use in the United States, as well as in France, you will have no trouble at all with the money. A franc, a small silver piece about the size of our quarter, equals twenty cents. There are also silver two-franc, five-franc (little larger than our dollar), and fifty-centime pieces, the last much like our dimes. In copper there are only two pieces in common use, five and ten centimes, corresponding to our penny and two-cent pieces. You will find here that gold is quite extensively used, particularly the ten and twenty franc pieces. No bills of less than fifty francs (\$10) are in common use.

It is a drawback if you do not speak French, but not a serious one, after all, for if you live in a *pension*, or even at a hotel, you will always find some one who speaks English and French, and who can and will cheerfully direct you. Better than this, you will nearly always find some sociable lady, speaking both languages, who will be glad, if you are an agreeable sort of person, to have more or less of your company during the day and evening. You will be surprised to observe how quickly you begin to comprehend common expressions in French, such as words of greeting, the names of articles in ordinary use, of streets, public places, and buildings.

As to the exposition itself. Visiting it on the opening week, I confess to profound admiration of its artistic beauty. One who wishes to make a hurried examination of the buildings can cross the beautiful new bridge known as Alexander III., which takes the visitor over the Seine. Let him or her begin at any central point and take one building after the other in rotation, following the map, which can readily be purchased with the official programmes on the ground. Crossing the bridge, over the busy Seine, filled with the fast moving fleet of lively little passenger-boats, I found myself confronting what seemed to be a magnificent aggregation of castles in white. The French are notably artistic. Each of the massive structures bears the imprint of a master artist's hand. Stately columns, heroic groups of statuary, richly-decorated mouldings, and delicate traceries abound amid all the confusion, and one can readily imagine himself in fairy-land.

Brilliant as this scene is in the sunshine of day, it is bewilderingly beautiful amid the glow of millions of electric lights at night. Never before have I seen electricity put to such varied and wonderful uses for decorative purposes as at the Paris Exposition. To me, the most enchanting spot is in front of the illuminated fountains, whose sparkling waters with a deafening roar fall like showers of amber into enormous basins.

In the main building, and in some of the other structures, much of the scaffolding used by the builders still remains, while the work of completion goes on. Most of the exhibits are arranged for the sight-seer, but great sections here and there are full of cases of packed goods. In some instances, cases are half packed and half unpacked, and the work of setting



THE EXPOSITION FIGURE THAT THE CRITICS DISLIKE.

don, which will be ample for 'bus fares, as most of the museums and places of interest are open to the public in London as in Paris. One may see a good deal in a week and still spend very little money.

A guide-book, Baedeker's "Paris and Its Environs," costing \$1.80, will be of great assistance, and should be the first purchase made on your arrival in Paris; in fact, it would be well to order it, or any other standard guide-book, from your local bookseller in the United States, and study beforehand that which interests you most, so that the time of your visit can be most profitably occupied in sight-seeing. The two greatest stores in Paris, wonderful in their vastness and the accuracy of the system on which they are conducted, are the magnets that draw every American woman with special force. They are the Bon Marché, which most Americans prefer, and the Magasin de Louvre. You will always find an attendant at the door who will place you in the hands of an English-speaking clerk, with whom you will remain while you continue to shop. If he leaves you he will provide a good substitute.

An extra week's stay in Paris, including an occasional cab-hire and more than an occasional 'bus-fare, need not more than double your allowance while here, for twenty-five dollars will be ample to cover it all. Of course if you visit the theatres and other places of entertainment your expenditures will be larger, but if you do not care for amusement, and avoid the temptation to purchase the goods so temptingly displayed in all the stores, large and small, and especially in the charming little shops along the Rue de Rivoli, you will not need to expend more than \$250 for your entire trip, including a week at the exposition and a week in and about Paris. This means strict economy, and with still stricter economy and second-class steamer fare you can eliminate fully fifty dollars from this total, making it only \$200. This can be done, and has been done, and one has not to go hungry or put himself or herself to any serious discomfort.

If you come to Paris it will be well to remember, if you are a woman, that you are an American. Otherwise you will be mistaken for an English woman, and will be subjected to sneers,



THE EXASPERATING CABBY.



AMERICAN BOARDERS GET THE NEWS FROM HOME.

up the exhibits goes on with tremendous energy, day and night. This is quite as amusing to me as the inspection of the completed exhibits themselves.

I advise any one who can spend six days at the exposition to plan a visit to each section in turn: Take, for instance, on the first day the Champs de Mars, where you will find the largest building of all. You enter at the Salle des Fêtes, where the inauguration exercises were held. This building will be used during the summer for the numerous congresses which are to meet here. The beautiful dome of stained glass is well worth special notice. This hall is the largest ever built, and contains 135,000 square feet. Leaving the Salle des Fêtes we enter the Palais de la Grande Industries, containing not only machinery for making silk, wool, and cotton fabrics, but also the fabrics themselves. The display of silks from Lyons, near the centre of the building and near the beautiful entrance at Porte Rapp, is most fascinating to all women. A morning will pass quickly in this building. The afternoon may be spent in the other wing leading from the Salle des Fêtes, the Palace of Arts, Sciences, etc. At the opposite end of the Champs de Mars, near the river, is the Eiffel Tower, with numerous interesting exhibits about it, at most of which one is obliged to pay a franc to enter, and on Friday five francs. The Palais du Costumes is well worth the admission price. Here are displayed the gowns of all centuries. Thirty or forty wax groups of historical French subjects give a practical demonstration of the dress of the last four centuries. More interesting than these are models of the gowns for 1900, displayed by pretty girls from the leading costumers of Paris. The second day may be profitably spent in the Trocadero section, where are some of the buildings of foreign nations, as well as those of the French colonies. Here you will find the many-towered Russian building. The map of France, made of precious stones, and presented by the Czar a short time ago, is over on the Esplanade des Invalides, so do not look for it here.

You have not as yet seen the much-discussed monument at the entrance on the Place de la Concorde, which is surmounted by a statue of a woman, dressed *à la mode* and representing Paris. This statue is such an eyesore to Parisians with artistic instincts that the President at one time ordered it taken down, but as nothing could be prepared in time to take its place, the order was revoked. A short walk from the entrance leads us to the smaller of the two Palais des Arts. Both of these buildings are permanent structures. The Esplanade des Invalides, which is entered at a point opposite the rear of the Hôtel des Invalides, is one of the most interesting sections. On one side are displayed the industries of France not shown in the larger building, and on the other the industries of foreign nations. In the former are two which are not only interesting, but also very instructive. These are the exhibits of the Gobelin tapestry and Sévres china. The Esplanade leads you down to the beautiful new bridge, of which the Parisians are justly proud—Pont Alexandre III., named in honor of the late Czar of Russia, whose son Nicholas II. laid its foundation-stone in 1896.

You have still two days left out of your six, and these I should advise you to spend on either side of the Seine. The left bank is bordered by many beautiful buildings of foreign nations, containing valuable exhibits. Our own ornate United States building is among the most attractive; as are Norway, with its exhibit of fisheries, and Finland, with its school-work, wood-carvings, drawing, sewing, etc. There are many other delightful buildings in which one wishes to linger. One of the first buildings entered on the right bank of the river, opposite the Street of the Nations, is the municipal building of Paris. Further on we find "Vieux (Old) Paris," constructed along the banks of the Seine and representing a section of Paris in the seventeenth century. It has several restaurants, a theatre, a church, a concert-hall, and many pretty little old-fashioned houses. Visitors should be plentifully supplied with small change, for there is a fee of ten cents and upward at all of the buildings excepting the dwellings. Restaurants you will find all over the ground. Duval, whose eating places are all over Paris, has one of the largest establishments, and it is always quite proper for ladies to go to any place bearing this name. Don't neglect to see the United States of America Publishers' building on the Esplanade des Invalides. It is worth noticing, for the ground on which it stands was filled with trees the removal of which the French government would not permit. The architect, therefore, inclosed the trunk of each tree in a column, and the green tops of the trees are visible above the dome roof like a great roof-garden.

Two charming panoramic views of the exposition will leave a lasting impression on the mind of the visitor. One of these is the sweeping bird's-eye picture you can get from any one of the several stages of the great Eiffel Tower. This wonderful structure, which stands like a veritable Colossus of Rhodes upon its sweeping arch, commands the most magnificent view that the world can give. All of Paris is within the range of your eyes, while underneath, like a toy village, are clustered the exposition buildings, white with the radiance of the sun. The second striking panorama is obtained from the tower of the Trocadero. In front of you, like a great iron shaft rises the Eiffel Tower, and on either side of it are groups of exposition buildings covered with flags and banners, and underneath the spreading arch of the tower thousands of the passing throng industriously crowd their way. It is a picture of wondrous beauty, rich in color, and with a touch of life and motion that gives it the finish of perfection.

The summary of her expenses that one of the young ladies gave to me—and she was a bright, wide-awake American girl, whose father's check-book was always at her disposal, and it was not a thin one—was as follows:

Steamer, car, and fees, New York to Paris and return.....	\$180 00
Paris, two weeks, at one dollar a day for board, including extras for lights.....	18 00
Exposition tickets, lunch, and bus, six days.....	6 00
One week sight-seeing in Paris, including trips to Versailles and Fontainebleau.....	20 00
Week's trip to London.....	25 00
Total	\$249 00

This young lady had finished her brief visit to London, had met all her expenses, and had her return ticket to New York, with a surplus on hand estimated to be sufficient to pay the steamer tips and incidental expenses on the homeward trip. A part of her account was therefore an estimate; but as she had

kept track of her expenditures on the steamer coming over, she felt certain that the estimate given me was approximately accurate. Bear in mind, too, that I have put the steamer passage at a pretty good figure. If one travels second-class, seventy dollars may be at once deducted from this item, and there are lines with slow boats that have been selling (I don't know how the rates stand now) excursion tickets, first-class, both ways, for from \$125 to \$150.

Two persons will find a trip to Paris less expensive proportionately than one, for two can make the trip, including two weeks in Paris and one in London, with all expenses covered, for \$400, provided they are satisfied to live in boarding-houses or pensions, to walk or take a bus in preference to a cab, and to refrain from attending expensive amusements or from making unnecessary purchases. I know this can be done, because I have met young ladies in the city whose expenditures have been based on the expectation of spending even less than the amount I have named, and they tell me they have had no difficulty in making both ends meet; in fact, they have found that they could allow themselves some extravagances which they had not anticipated. Other young ladies have told me that it was preposterous to expect to catch a glimpse of London and Paris at any such figure as I have given, but these persons usually live at hotels, where their daily expenses average fully five dollars, and they think it necessary to spend from two to four dollars per day for theatre or opera tickets, or other amusements, so that their average expenditure on what they term an economical basis foots up ten dollars a day. If any one expects to make the visit to Paris in style he or she will find it quite as expensive as living in New York or Boston. But I have endeavored to show, as the result of practical observation, that the trip can be made inexpensively by a very large class of cultured and refined persons whose surplus funds are limited, and who have been led to believe that a visit to Europe was reserved for millionaires only. It's no such thing!

MARY PECKHAM SLEICHER.

What Should the South Do?

(Continued from page 402.)

negro, his cause seems to be about hopeless. We may as well accept the fact that his vote is suppressed in the South; that past Federal legislation on the subject has failed, and that future Federal legislation on the subject is, if not impossible, at least highly improbable; and that the suppression of the black vote in the South will continue, in all likelihood, by fair means or foul. The friends of the negro in the Republican party are apparently thoroughly tired of carrying his burden and of him, except as a delegate to national conventions from Southern States. The testimony of ninety-nine out of a hundred Northern Republicans who have gone South and been thrown with him, is that he is unfit to control or administer the local governments of the South; that he has not battled steadfastly for his suffrage; and that, so far as can be seen, he is making no real effort for it now, and is actually content with or indifferent to his virtual disfranchisement.

Not a word of protest was raised in the United States Senate when Senator Tillman announced that the educational and property qualification put into the South Carolina constitution has reduced the qualified voting population of his State from 225,000 to 114,000, and that but an insignificant per cent. of those 114,000 voters represents votes from the 125,000 blacks of voting age in South Carolina. It looks as if the North is content, so far as the negro himself is concerned, to leave it as it is. But the interests of the South and of the North, and of the nation at large, are vitally involved in the results of this disfranchisement, nevertheless. The Fourteenth Amendment declares:

Representation shall be apportioned among the several States according to their respective numbers, counting the whole number of persons in each State, excluding Indians not taxed. *But when the right to vote at any election for the choice of electors for President and Vice-President of the United States, representatives in Congress, the executive and judicial officers of a State, or the members of the Legislature thereof, is denied to any of the male inhabitants of such State, being twenty-one years of age, and citizens of the United States, or in any way abridged, except for participation in rebellion or other crime, the basis of representation therein shall be reduced in the proportion which the number of such male citizens shall bear to the whole number of male citizens twenty-one years of age in such State.*

The Congress shall have power to enforce, by appropriate legislation, the provisions of this article.

This is very plain and very intelligible language. If the South is resolved to reduce her voting class, as explained by Senator Tillman; if no more national legislation is to be invoked to prevent it, what is her duty? Is it not plain that she should consent to a reduction of her representation in Congress? I shall venture briefly to point out her honorable duty, feeling sure that such a course will make her people happier, more influential, more self-respecting and respected by others, and that it will place her civilization upon a higher and nobler basis than it is at present. Nobody questions that the burden imposed upon the Southern people by the disfranchisement of the negro was hard to bear. Nobody forgets that the Southern whites are of a race that has never submitted to the domination of any other race, either inferior or equal; and nobody denies that the Southern whites have been sorely tempted by the political conditions thrust upon them.

Recrimination about the manner in which they have handled the problem can do no good; what we are considering now is whether the South may not—nay, should not—in honor and common sense, welcome the opportunity to put these troubles and difficulties behind her, and to establish a better form of local government which will prevent a recurrence of the dangers and difficulties of the past.

How can the South expect the North and West to be satisfied with her present representation? Look at it. Iowa and Georgia have each eleven representatives. To elect these, Iowa casts 420,000 votes and Georgia 70,000. In the Sixth Iowa District 39,000 votes are cast; in the Sixth Georgia District but 3,011. In the Iowa district the vote was about evenly divided between the parties; in the Georgia district Mr. Bartlett, the sitting member, received 3,008 votes, being all cast but three. Kansas and South Carolina each have seven representatives. In 1898, to elect her seven representatives, Kansas cast 278,000 votes; South Carolina 28,000. In the First Kansas District 40,000 votes were cast, nearly evenly divided between the parties. In the First South Carolina District but 4,500 votes were cast, the sit-

ting member receiving two to one for his adversary. In the Second Kansas District 40,000 votes were cast; in the Second South Carolina District 4,200 were cast. In the Kansas district the vote was nearly evenly divided; in the South Carolina district the sitting member received 4,100 votes, with but 123 against him. These are only samples of many similarly situated States and districts.

There may not be a man in Iowa or in Kansas who has any longer interest in securing the negro a vote, or retains any feeling of war bitterness; but the South surely must have learned by this time that the people of the North and West will not submit to a disproportionate representation of the South in national affairs as gross and palpable as this. If the South does not give it up gracefully the North will take it from her, and it has the power to do so.

It is no answer to the proposition to reduce Southern representation that Massachusetts has abridged the suffrage of her voting class by educational qualification. If so, well and good; let her representation be reduced also. I doubt not she would accept it without a murmur if satisfied that her present quota is unconstitutional and the reduction lawful. Nor is it an answer to the South's abnormal representation that the vote of Colorado is so large because women vote. No matter how many women vote, or others than males of voting age, the representation cannot exceed the basis of population. It is not increased thereby. But the amendment makes the reduction compulsory when males of voting age are discriminated against, or their right to vote is abridged.

If, as it now seems, the North is willing to say to the South, "We will consent to your suppression of the black vote by educational or property tests if you will surrender your abnormal representation in Congress, based upon the theory that your whole population of voting age is qualified, and will pass honest election laws," it is a golden opportunity which the South ought not to allow to pass. In lieu of her reduced representation she will not only secure local government and Federal representation by her men of intelligence and character, but she will relieve herself of the awful conditions now existing there, which should be more alarming to her than to anybody else. They cannot last; they must grow better, or they will become even worse than they are.

What is to become of a people who continue to practice and to justify such degradation as Mr. Tillman admits? Is it not better for the South to yield some of her representation in Congress than to continue it by ballot-stuffing and shooting negroes? Would Senator Jefferson Davis, of Mississippi, ever have descended on the floor of the Senate to the statements uttered by Senator Tillman? Such conditions as exist make such statements possible. Think of the oath a man takes before entry upon the duties of an election judge. He solemnly swears that he will perform the duty of judge of election according to law and to the best of his ability, and that he will studiously endeavor to prevent fraud, deceit, and abuse in conducting the election, "so help me God."

When he has done his work he adds a new and equally solemn certificate that he has performed his duty well and honestly. Can a community hope to maintain its moral integrity where people who take oaths and give certificates like this are allowed to falsify them with impunity and not only lose no social prestige by doing so, but are justified in public by their representatives? No matter what may be the urgency under which such practices are indulged in, they cannot but result in degeneracy and degradation. The statement by Senator Tillman that he is not ashamed of it is the best proof that he is ashamed of it; and, whether he is ashamed of it or not, conscientious, honorable Southern men, who love their section, are heartily ashamed of the fact and of its justification by any sophistry.

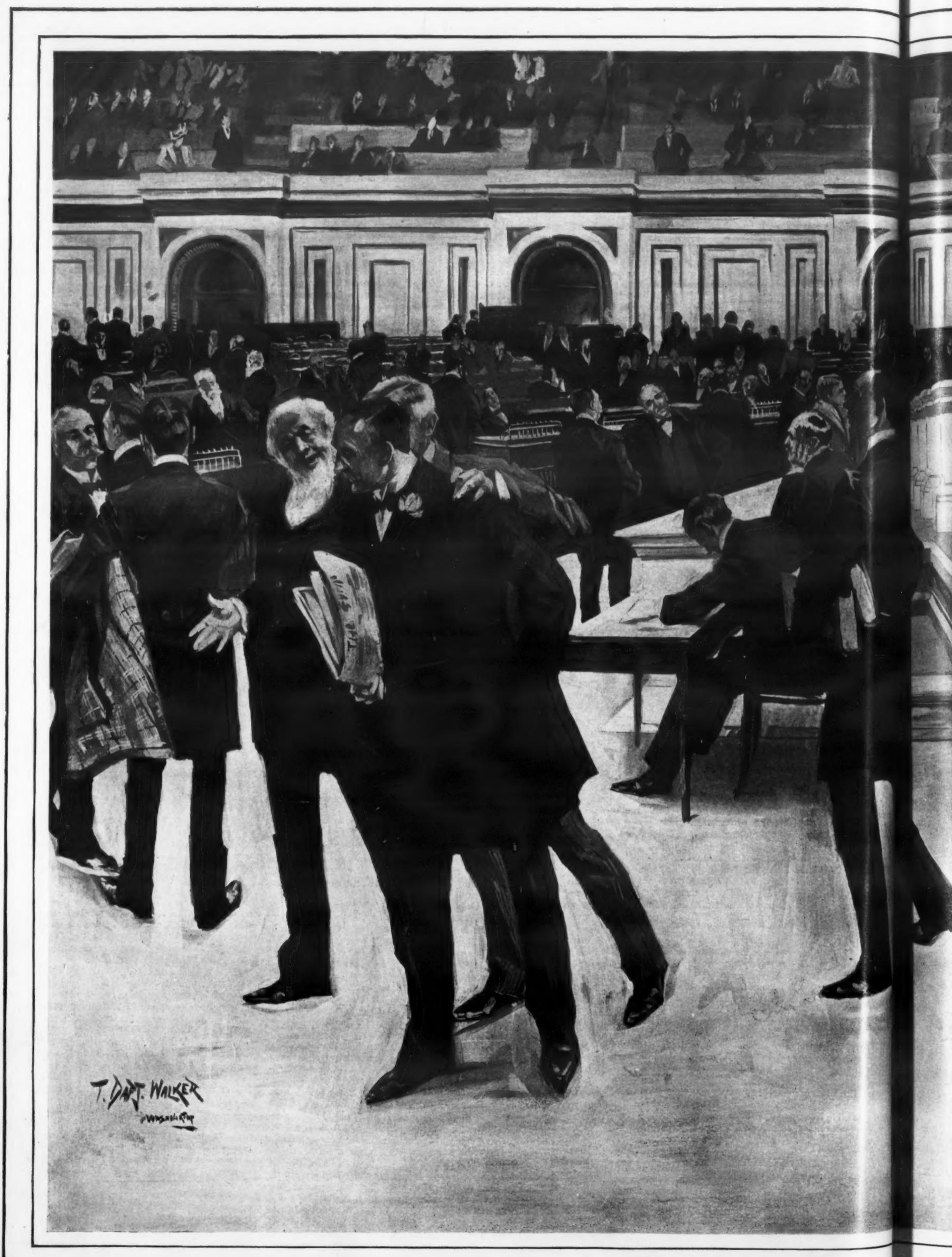
Any surrender of representation which would enable the Southern people to rectify this crying evil, instead of being a hardship will be a blessing to them and to their children's children, and bring the South back to where she ought to be and where she belongs of right. No specious logic of expediency or truculent defiance can disguise the terrible consequences to a people of systematically following the practices which Mr. Tillman justifies. In the first place, they result in the exclusion of the better elements of the whites themselves from all participation in politics. The element which does these things does them for themselves, and the whole political machinery is thrown into the hands of the worst classes of whites, who do not choose from the higher element of Southern society, but exclude it from participation in representation as thoroughly as the negroes themselves are excluded.

The Southern people had better, for their own sake, realize this. The North is waking up to the injustice done it by the present condition of Southern representation. It will not much longer remain generously or indifferently silent, and the nation at large begins to realize that it is suffering incalculable injury in prestige.

There is a class of American citizens, by no means small and apparently growing, disposed to refer contemptuously to this government as organized and conducted in defiance of every theory of popular suffrage, majority rule, and the representation on which it is founded. That class delights to point out how small a coterie of politicians, in some of our great Northern and Western States, can dictate the candidacy and election of people to office regardless of the will of the majority; but it finds its strongest and most unanswerable argument when it calls attention to the whole Southern region, and declares that it is without even the pretense of any of the safeguards of our institutions guaranteed by State or Federal Constitution.

We cannot afford to leave these conditions as they are. Let us hope that the South will see in time the inevitable trend of opinion concerning this issue, and that she will not resist until it is too late to secure whatever advantages may come from her graceful acquiescence. This does not involve the surrender of anything which may not be yielded with honor and self-respect, and she will be wise if she acts promptly. Nor is it an appeal to her to become Republican or Democratic, or anything else but honest.

M. S. W.



RICHARDSON OF TENNESSEE.

COLONEL DICK

THE FIRST TAP OF SPEA

HOW SPEAKER HENDERSON CALLS THE HOUSE OF REPRESENTATIVES TO ORDER AND SENDS HEIR SP



MR. BAILEY, OF TEXAS.

GALUSH A. GROW, OF PENN. MR. PAYNE, OF NEW YORK.

COLONEL RUPERT, OF NEW YORK.

SPEAKER'S GAVEL.

SEATS.—DRAWN FOR "LESLIE'S WEEKLY" BY ITS SPECIAL ARTIST, T. DART WALKER.—[SEE PAGE 418.]

The New South.

(Continued from page 415.)

It was my good fortune when I left New York to embark on one of the palatial steamers of the Old Dominion Line for Old Point Comfort. The literature issued by the company did not overstate the pleasure of such a trip, delightful in every way. The change from a rigorous winter day in New York City to the mild and acceptable climate of Old Point proved more than I had anticipated. My sojourn at the Hotel Chamberlin, built at a cost of \$1,500,000, was an occasion to be remembered. The hotel is first-class in every particular, and reflects great credit upon the management. I learned that Old Point Comfort was a well-patronized winter, and a very desirable summer resort. The climate in summer is charming, being tempered by the waters of Hampton Roads, Chesapeake Bay, and the Atlantic Ocean. The sea air is a bracing and constant tonic.

Now a word to those who enjoy fishing. The clear waters of Hampton Roads furnish some of the best fishing in the world. The blue fishing in June and the trout fishing and duck shooting in the fall are yearly attracting a large number of business men in search of recreation. An abundance of boats, tackle, bait and attendants is supplied from the Chamberlin to visiting fishermen. The famous hog-fish and the spot-fish may be fished for from boats or piers, and I understand from good authority that trout, sheepshead, flounders, perch, chub, and other varieties are caught within a short distance from the shore lines of the different resorts near Old Point. The game fish abound in the deeper water five to ten miles out, the gamey blue fish being particularly sought for and easily found. The toothsome sea-trout, dog-fish, and other deep-water game fish are found farther out. Two men in two hours' time have been known to catch five hundred good fish here. The true sport in catching blue fish lies in the use of a Taylor rod and reel, in his haunts, which are easily found by following and fishing near the local fisherman.

A great many club-houses (mostly fishing clubs) are located



CAUGHT NEAR THE CHAMBERLIN, OLD POINT COMFORT

along the coast, near Old Point and Ocean View, many of them formed by Northern men. Some of the more important ones are Izaak Walton's Rest, Chesapeake, Southern Pleasure, Avoca, Seaside, Clear View, Virginia Bay, Atlantic, Richmond, and Willoughby. Captain Taylor, Dr. Gwathmy, Messrs. T. F. Rogers, and James Brown, Jr., of Norfolk, are expert fishermen in these waters. They will doubtless furnish further information upon application.

Good still bathing is one of the summer attractions; also boating and sailing, while the opportunities for golfing are unequalled.

Fortress Monroe is the chief attraction at Old Point. The Soldiers' Home and Indian School at Hampton, the new ship-building yards and dry-docks of Newport News, the government Navy Yard at Portsmouth, and the city of Norfolk, are all within easy reach.

The Board of Trade and Business Men's Association, Colonel H. C. Hudgins, president, is the most influential organization in Norfolk. They promote well the city interests, and will furnish valuable information, upon application, of the district advantages and achievements. A number of new manufacturing enterprises have recently located here.

Eight magnificent railroad systems enter and leave Norfolk, with a total mileage of about 15,000 miles, the Seaboard Air Line alone having nearly 3,000 miles; the Atlantic Coast Line, said to be the greatest tobacco and trucking road in America, head offices in Wilmington, N. C., having 1,716 miles; the Chesapeake and Ohio Railroad 1,455 miles, and the Southern 6,415 miles. Fifteen great steamship and steamboat lines ply in the above-mentioned waters, and upon the surface of two adjacent canal systems.

At the Portsmouth terminals of the Seaboard Air Line Railway system a very extensive enlargement of facilities has been effected to meet the growing demands of inland, coastwise, and foreign commerce. Fender piles in wharves and transfer bridges have been renewed. New lumber and log trestles have been constructed, while the docks of the company have been widened and deepened, and the tracks thereto so arranged that cotton bales from cars to the largest vessel can be quickly and economically handled. The Seaboard has three-quarters of a mile of wharves and warehouses (twelve in all) and docks on the west or Portsmouth side of the Elizabeth River, and this almost unbroken line of frontage (as shown in picture) makes a very imposing appearance. Capacious as their warehouse buildings are, they were not adequate a year ago to the company's enormous and rapidly increasing traffic. A new structure has therefore been recently added, providing improved facilities for cotton shipments. Additional wharves and warehouses are now under consideration to meet the constantly growing business of this great system, soon to cover a territory of 3,000 miles of rail.

Warehouse No. 6 covers an area of over two acres, having a

capacity for the storage and handling of 21,000 bales of cotton. Its size and conveniences indicate the tremendous volume of business converging at this point, and the intention of the management to take care of it in the most satisfactory way.

Numerous auxiliary water routes give to the Seaboard extraordinary advantages for accommodating the traveling and shipping public. They are the old Bay Line to and from Baltimore and northern points; the Old Dominion, to and from New York; the Merchants and Miners, to and from Providence and Boston; the Clyde, to and from northern and southern seaports, and various other water lines to Washington, Richmond, Philadelphia, and other interior and Atlantic coast cities, as well as to European ports. Magnificent steamers are run on these routes, furnishing luxurious accommodations for passengers and ample capacities for freight. Superadded to these are scores of foreign merchant vessels of the largest class, which find ready access to the Seaboard docks and warehouses, and can be seen constantly loading or unloading there.

Vessels drawing thirty feet of water are readily accommodated at any of the Seaboard Air Line wharves and warehouses. The harbor facilities of Elizabeth River, extending into Hampton Roads, are unsurpassed in the world.

The freight-car shown in smaller illustration represents one of a number of thousand freight cars soon to be built to accommodate the needs and necessities of the new system.

CHARLES ELLY HALL,
General Staff Correspondent "Leslie's Weekly."

Housekeeping Revolutionized.

EVERYTHING FOR HOUSEHOLD COMFORT NOW FURNISHED
READY-MADE.

It was a common complaint not many years ago that in our system of household economy we had not utilized as much as we ought the time and labor saving devices and processes which have wrought such marvelous changes in almost every other department of human industry. It was said by way of reproach that while the farmer, the artisan, and the manufacturer promptly and eagerly appropriated for use in their own business every new invention, every process for lightening labor and saving time, they left the mistresses of their homes to carry on the arduous and often perplexing round of household cares and duties in the hard, wearisome, old-fashioned way, just as their grandmothers did before them.

However true this may have been in some features of household work, it certainly is not true at present of the preparation of material for garments of any kind, nor of the making of hosiery or of such things as table-cloths, napkins, and other articles of this sort. The spinning-wheel and the knitting-needle have long since been relegated to the garret or the antiquary shop, and it is only in the rarest instances that a housewife can be found who ventures to make any article of wearing-apparel for the male members of her family, young or old. All such things are found better made and cheaper at the ready-made furnishing stores.

In former days also the housewife's duties included the purchase of cotton and linen for the manufacture of sheets, pillow-cases, and other articles of the kind. Even mattresses were home-made. Many families still make their dresses and some their bonnets. But things have been so revolutionized that families with moderate means now find it more economical to patronize the milliner and the dressmaker, and to buy the linen and cotton for the household ready-made. We hear little now of the beautiful gifts of the mother's own making to the daughter about to be married, in the shape of embroidered table and bed-linen. One can go to a large establishment and have a monogram or a crest embroidered according to a special design, and have linen or cotton goods made to order. Or, in haste, one can now go to a large establishment and find sheets and pillow-cases hemmed in various styles and offered at all prices. In fact, many of the large stores turn out everything that a young couple want for housekeeping, from the kitchen to the garret chamber. In nothing has the development been more notable than in the manufacture of cotton goods of high grade, notably the Defender Manufacturing Company's products.

In the manufacture of linen Ireland has held the proud and unquestioned supremacy for many years, and the delicate and beautiful fabrics which come from the spindles and looms of Belfast and Dublin are the joy of womankind the world over. And this supremacy is likely to remain with the Emerald Isle for an indefinite period, for in no other country are such skilled processes of linen manufacture known, and in no other are so many linen operatives to be found who seem to have inherited their art and reduced it to an exquisite degree of perfection. With its characteristic enterprise and go-aheadativeness, the United States has made great and prolonged efforts to achieve some independence in linen manufacture, and it has partially succeeded so far as the coarser products of the flax are concerned, such as sacking, crashes, and toweling. Such cheapness and excellence in this particular line have been attained that foreign manufacturers are abandoning these coarser though not less useful products, and America is beginning to be an exporter of certain grades of linen goods.

But linen or linen goods in any form cut a comparatively small figure in the modern commercial world. Cotton became king many years ago, and its sway is being extended more and more every year, and America is the throne of its power. Cotton is the popular article with the great masses. It may be stated on the authority of a leading member of the largest dry-goods establishment in the country (Claffin's) that the greatest advances in recent years have been in the production of the finer and more highly-finished class of ready-made articles for domestic use from cotton. Marvelous improvements have been made very recently in the preparation of cotton for manufacture and in the processes of manufacture themselves. Constant effort is being made all the time to devise or discover better methods and to turn out goods of a finer and more delicate texture, and so much progress has been made along this line that some grades of cotton cloth are comparable with silk for lightness and adaptability to the highest grade of articles for personal or domestic use.

In fact, one of the most interesting and remarkable develop-

ments of recent trade is the number, variety, and beauty of the fabrics made either wholly out of cotton or with a large percentage of that fibre in their composition. In exquisiteness of design, in wonders of weave and color play, in striking and artistic effects, these goods are comparable with the finest silks and satins. This is true of the embroidered Swiss muslins, of which over four hundred varieties are now on the market; of the Irish dimities, with their dainty designs in leaves and flowers, in variety almost innumerable; in dress ginghams, which are now more attractive than ever in design and coloring. To these may be added the grenadines and other fine-woven cottons, some of the former being woven of hard-twisted, high-polished yarns, bearing a strong likeness to all-silk fabrics. Among the cotton combinations now becoming more and more popular for dress goods in ready-made and other forms are what is known as the mercerized cotton, some in designs of white on colored grounds, with a striking resemblance to silk; the silk-and-cotton foulards, silk-and-cotton crepe, and silk-and-cotton canvas in shepherd's checks. Dealers say that the demand for goods of this sort, as well as for French printed cottons, with their imitable floral designs, was never so great as it has been thus far this season.

Another fact worthy of special note is, that ready-made goods from these fabrics, such as have been named, are coming more and more into favor among all classes of people, and especially among those who are able to buy the finest and most expensive material. An extensive inquiry among dealers and experts in the linen and cotton trade in New York City developed the fact that the demand for made-up goods confirmed this statement. Whatever prejudice existed against ready-made articles of this class has practically disappeared. In all kinds of fabrics, including the rarest, daintiest, and most costly creations of the loom, the article that passes over the counter ready for immediate use is most in demand. The most refined and tasteful women find that the workmanship on goods thus made is far more delicate, skillful, and satisfactory in every way than it would be possible to obtain in work done at home and by the single piece. The principle holds here, as almost everywhere, that manufactured articles, made up in wholesale quantities by wholesale processes, are much more likely to be perfect in detail and more evenly and skillfully designed and executed than articles made by individual methods for individual use. The obvious and sufficient reason for this is that the wholesale producer or maker is able to command the highest talent and the most perfect mechanism for his work, whereas the individual maker must be content with inferior things. It is believed by those who are in a position to speak with authority on this subject that this tendency to give the preference to the ready-to-use article is bound to have a marked effect, not only on the dry-goods trade, but on many other lines of commercial industry in the immediate future.

To Amateur Photographers.

LESLIE'S WEEKLY was the first publication in the United States to offer prizes for the best work of amateur photographers. Many of our readers have asked us to open a similar contest, and we therefore offer a prize of five dollars for the best amateur photograph received by us in each weekly contest, the competition to be based on the originality of the subject and the perfection of the photograph. Preference will be given to unique and original work and for that which bears a special relation to news events of current interest. We invite amateurs to enter this contest. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with a request for the return. All photographs entered in the contest not prize-winners will be subject to our use unless otherwise directed, and one dollar will be paid for each photograph that may be used. No copyrighted photographs will be received, nor such as have been published or offered elsewhere. Many photographs are received, and those accepted will be utilized as soon as possible. Contestants should be patient. No writing, except the name and address of the sender, should appear on the back of the photograph, and in every instance care must be taken to use the proper amount of postage. Photographs must be entered by the amateur who took the picture. Silver paper with a glossy finish should be used when possible. Mat surface paper is not the best for reproduction. Preference is always given to pictures of recent current events of importance, for the news feature is one of the chief elements in selecting the prize-winners.

The Paris Exposition.—During the Paris Exposition LESLIE'S WEEKLY will devote a page or more, at intervals, to a special display of photographs taken on the exposition grounds by amateurs. The best photograph, from the standpoint of originality, interest, and artistic merit, at the close of the contest, November 1st, will receive a special prize of twenty dollars, and for each photograph accepted two dollars will be paid on publication. Entries should be marked: "For Paris Exposition Amateur Contest." See general directions.

\$10 FOR THE BEST BICYCLE PICTURE.—In June we will devote a page or more in our amateur prize photographic contest to unique, new, and original bicycle pictures sent by amateurs. The prize-winner will receive ten dollars, and for each of the other accepted photographs two dollars will be paid. Entries must be received by June 1st, and should be addressed to "Bicycle Photograph Contest." The same regulations as in the other contests will govern.

A Successful Railroad Man.

EVERITTE ST. JOHN at the age of eighteen was a ticket-clerk on the Quincy and Toledo road; he is now vice-president and general manager of the Seaboard Air Line Railway.

From the beginning his career has been prosperous. When President John Skelton Williams addressed himself to the problem of the consolidation of railways which resulted in a new, great system, he saw in Vice-President St. John the strong man in the saddle. Mr. St. John came to the Seaboard Air Line in 1895, the same year in which Mr. Williams was made president of the Georgia and Alabama. In five years he has brought the Seaboard Air Line from a condition of weakness to one of strength. Of herculean physique, he has met the most discouraging situations with confidence and calmness that come only from experience, breadth of mental view, and accurate knowledge of men.



EVERITTE ST. JOHN, A SUCCESSFUL RAILROAD MAN.

Mr. St. John was previously general manager of the Rock Island system, having steadily fought his way up through thirty-two years of service from a clerkship in the general ticket department to the place of chief clerk in full charge of the ticket department, to general ticket agent, general ticket and passenger agent, assistant to the general manager, and finally the general manager. Mr. St. John was born in Connecticut fifty-five years ago, of old New England stock, and possesses many of the fighting qualities that come to him by right of inheritance in an unbroken line from Oliver Cromwell.

The Drama in New York.

TOLSTOI's tragic drama, "The Power of Darkness," had never been given in English, and only twice in the Russian and once in the French language, until Mr. Franklin H. Sargent gave a version made by Isabel F. Hapgood, on the afternoon of May 15th, in the Empire Theatre, with a cast made up of the students of his American Academy of Dramatic Arts. In strong contrast to this tragedy of low existence among the Russian peasantry was also presented, for the first time in this country, a delicate comedy of high life from the French of Alfred de Musset, translated by Charles Henry Meltzer, entitled "A Caprice." The cast in "A Caprice" included Cecil Blount De Mille, Ethel May Norman, Katherine Black, and Ralph Yoerg. In the Tolstoi drama excellent work was done by John Houns, Kate Hassett, Lucy Ballard, Marion Wright, Carl Ekstrom, Francis T. S. Powell, Marie H. Moore, and Margaret Parnell.

While the dramatic season is really at an end, so far as the best and the newest novelties are concerned, plenty of first-class play-houses keep their doors wide open and present attractions as good as the best of the midwinter. Several of the season's successes remain, including "The Casino Girl," at the Casino; "The Pride of Jennico," at the Criterion, in which James K. Hackett has made one of his best hits; and the always popular Gillette in "Sherlock Holmes," at the Garrick. Music-lovers find entertainment, from week to week, at the American, and an opportunity still to "listen to the band" at Daly's, where "A Runaway Girl," with James T. Powers and a very large cast, maintains its hold on the public.

Once more Koster & Bial's music-hall has been reopened under a new management and with a new and excellent variety performance. All the other variety theatres, and especially the all-day houses, like Proctor's, Keith's, and Tony Pastor's, find it difficult to accommodate the crowds of pleasure-seekers that visit them, especially in the evening.

JASON.

An International Club.

ONE of the most significant signs on the threshold of the twentieth century is the rare fact that in spite of freaks and fancies the *élite* of the world continues to gather at the Savoy Hotel, the International Club of London. An indefinable charm appears to hover about this Bohemian resort, overlooking the beautiful Embankment gardens and the historic river. In the very heart of London's busy centre, and yet screened, as it were, by surrounding buildings from the noisy Strand, stands the Savoy Hotel, replete with all comforts of an opulent English home. The originators of this celebrated hostelry have spared no

expense, and in keeping with modern demands they have added many improvements. The exceptional location of this hotel in the most attractive part of London—equally near to the city and Trafalgar Square, and within ear-shot of Westminster Abbey and St. Paul's church-bells—will always appeal to intelligent travelers, but more particularly to society willing to appreciate sumptuous comforts and a high-grade service. The special advantages which have made this house supreme in the list continue still to draw the best patronage from both continents, and it will be difficult to secure accommodation this summer unless you inform the management in advance of your arrival.

Americanizing London.

(From our Special Correspondent.)

LONDON, May 16th, 1900.—This is the harvest of London hotels, for our countrymen have come in large numbers. They are in evidence from "the Bank" to every fashionable point in the West End, and fairly crowd Northumberland Avenue and the *Hotel Metropole*. This popular hostelry appears just now as a fair duplicate of the Waldorf-Astoria. Its lobbies are literally congested with our countrymen and lovely women in gay attire, for everybody who is anybody at all wants to stop at the sumptuous *Hotel Metropole*, and enjoy the scenes and incidents of Trafalgar Square. As a matter of fact, we are here in the very centre of the West End, within a stone's throw of Charing Cross, the Houses of Parliament, the theatres, clubs, etc. The interior of the *Hotel Metropole* and its liberal appointments strongly appeal to our taste for variety and abundance. The rooms are high, airy, and cheery, with ample light, which, as the initiated know, is not the rule in London, but an exception. No expense has been spared, I am told, to provide the best means for the entertainment of travelers accustomed to lavish accommodations. The peculiar situation of this hotel, bordering on three streets, admits of a fine view on the avenue, as well as toward the old river and its historic associations. In short, there is a distinguished atmosphere about the *Metropole*, enhanced by well-known celebrities from the West End, who come here to dine and worship Epicurus. In this respect the *Hotel Metropole* contains, perhaps, the finest *cuisine* in London, and as this fact is pretty well known to the initiated, the cosmopolitan crowd of diners in the grand dining-hall represents a perfect kaleidoscope. Fetching toilettes, such as our ladies understand so well, together with handsome men in evening dress, made more effective still by a flood of light under multi-colored shades, increase the beauty of its surroundings to a degree of romance and poetry. It is a scene ever new and ever interesting. No wonder Americans crowd the house, and doubtless will continue to do so notwithstanding growing additions to the long list of eligible hotels. In the interest of our readers, many of whom are doubtless intending to visit Paris by way of London, I would advise them to communicate with the management in advance of their arrival. London will also have a large number of visitors from the continent this summer, who will help to swell the crowd and monopolize all available room in the best hotels.

C. FRANK DEWEY.

In the Kaiser's Capital.

(From our Special Correspondent.)

BERLIN, May 13th, 1900.—In the heart of Germany's capital, and within three minutes' walk of the busy Leipziger Street, where German life swirls and eddies in ceaseless motion, and yet amidst dignified and picturesque surroundings, I write these lines, in the *Kaiserhof*, or "Imperial Court Hotel," a fitting name, and worthy of its pretentious title. From my balcony I hear martial music, and see the Imperial Guard marching up the historic Wilhelm Street, past princely mansions and diplomatic residences which line that beautiful avenue. This house faces three streets and the Wilhelm Platz, with innumerable windows looking out on all creation, to borrow a Yankeeism. It is about the only high-class hotel in the Kaiser's capital with *front rooms only*, and combines elegance with comfort, accessibility with praiseworthy. The sumptuous parlors, grand lobbies, and that delightful "Inner Circle," with its circular terrace and suspended floral decorations, to say nothing of the *Kaiser Saal*, in which Baron Stumm has often been entertained by the present Kaiser, and who is a permanent resident of the house, offer a variety of comfort and picturesqueness, with many facilities for appropriate entertainment of friends. There are transportation agencies whose ramifications extend across both continents, and the unique American bar, no longer a novelty, it is true, but in this case combining mediæval quaintness with modern cocktails, covering a variety of "mysterious appetizers," and, above all, the latest arrangements of light and heat in each of its 350 rooms, all high, airy

and full of cheer, have raised its reputation far above any of its neighbors by the Spree, and equal to the best in New York.

Yet its chief feature is the culinary department. Here we find a veritable laboratory, where the famous *chef* works his spells of heat and cold, and originates marvels in epicurean feasts. From a delectable fried snail to the lump of a roasted joint—everything borders on perfection. The *chef* himself is a part of German history, for it was he who used to prepare the table of the late Emperor William I., which excited the admiration of visiting royalties and notables; and although his service is no longer in royal halls he continues still to prepare a royal feast for the numerous gourmets of the *Kaiserhof*, as in truth he should, for none but the best public from near and far come here to dine, here to sample the excellent and always reliable quality of a long and carefully-prepared list of choice wines which are stored in its vast cellars. There are probably few similar houses on this continent commanding equal supplies of food and drink. The most choice meats, as well as the finest flavored butter, are purchased daily, and large quantities of select vegetables are as frequently received from near and far, for if the *chef* cannot procure the precise delicate asparagus he wants, at home, he promptly sends to France for it. The arrangement of his menu is a study in itself, and is frequently copied abroad. A walk through the chain of kitchens, coolers, vast storage rooms, and extensive wine cellars, like so many subterranean passages, where several hundred kinds and qualities are carefully labeled and numbered, is a lesson in discipline and masterly administration. The grand dining-hall reminds us of baronial days, when air and light were the first conditions of a good meal.

But aside from these epicurean parlors, there is also a fine restaurant *à la carte*, the tariff of which is fully fifty per cent. less than at any similar institution in New York; and again, there are the so-called *Weinstuben*, typical of South-German life and custom, with home-made meals and real Rhine wine, served in rooms indicative of German *Gemüthlichkeit*, where a substantial meal of several courses can be had for half a dollar. For the benefit of our lady readers, and gentlemen as well, let me say that in many years of life spent on this side I have seldom found a laundry at all comparable with the one of this hotel, the machinery and general appointments of which will favorably compare with the best in New York. The general manager, Mr. Matthai, is a broad-minded and liberal gentleman, with a very practical turn, who has evolved a most commendable system, which, together with the assistance of able and experienced chiefs in the several departments, governs this vast house without a friction. American and English travelers, most of whom prefer this house, are favored with particular attention by the management. For the benefit of our many readers and those certain to visit Berlin this season and next, let me say that the *tarif* of the *Kaiserhof* is fully fifty per cent. less than in similar hotels in America.

Of the many features in this exemplary house deserving of our particular attention, is the *Wiener Café*, characteristic of all the Bohemians to be found in Vienna and Budapest. Here congregate the literati of Berlin, including the newspaper representatives from all parts of Europe and America, who, like the lions at midnight, come to drink and discuss *les affaires du jour*. In summer there are charming seats on the broad *trottoir*, with green flower-beds and the Ziethen-platz immediately in front of us.

Mr. Matthai, the general manager, is a man of broad ideas and large experience. He has seen almost everything of note in a similar direction in Europe, has had a long and thorough experience from "start to finish," and, with rare judgment, has sustained the just reputation of this regal house. The chairman of the board of directors, one of the leading financiers in Germany, has wisely supported and encouraged his work, and consequently the house is almost always crowded.

Life-insurance Questions.

"P." Indianapolis: The agent has no right to make such a threat. Appeal directly to the president.

"B." Montgomery, Ala.: The settlement offered you is fair. You cannot expect to get more than five per cent. interest.

The Provident Savings Life, at the close of last year, reported over \$107,000,000 of assurance in force and no death claims due and unpaid.

It is a very excellent company.

"C." Denver: With your means and at your age it would be wise to take a limited-payment life policy, with an assurance that it will provide for your future beyond any contingency.

"B. F. M." Boston, Mass.: The suit you refer to was decided in favor of the life-insurance company. The terms of your contract will decide whether you are to share in the surplus of the Mutual Life or not.

"W." Portland, Ore.: With your small income it would be advisable to make provision for your family, and you could do this best by taking out what is known as "a straight life" policy for from one to five thousand dollars. I will send you an estimate of the cost if you cannot afford it yourself.

"G. E. T." Norzagaray, Luzon, P. I.: The insurance association you refer to ought to return your policy, as it promised to do. If it fails to do so, you will be justified in making complaint to the State insurance department, at Albany, (2) I do not regard it as the best form of insurance, but it is reasonably safe for the present.

The Hermit.

For Sick Headache

Take Horsford's Acid Phosphate.

DR. H. J. WELLS, Nashville, Tenn., says: "It acts like a charm in all cases of sick headache and nervous debility."

If your appetite is "off," adjust it with Abbott's, the Original Angostura Bitters. It makes you enjoy your meals.

An Enormous Industry.

OUR enormous facilities, tremendous output, rapid movement of goods always fresh in the hands of consumers, insure the Gail Borden Eagle Brand Condensed Milk the first place in American homes.

A Scientific Breakfast.

RIGHTLY selected food will cure more than half the diseases. Try a scientific and healthy breakfast: Fruit of some kind, preferably cooked; a dish of Grape-Nuts, with cream; two soft-boiled eggs. Put two eggs in a tin pint cup of boiling water, cover and set off for nine minutes. Whites will then be the consistency of cream and most easily digested. One slice of bread with butter; cup of Postum Cereal Food Coffee.

On that breakfast you can work like a horse and be perfectly nourished until noon. Your nervous troubles, heart palpitation, stomach and bowel troubles, kidney complaints and various other disorders will gradually disappear and firm, solid health will set in.

Why? You have probably been living on poorly selected food—that is, food that does not contain the required elements the body needs. That sort of food, and coffee, is the direct or indirect cause of more than half the ills the human body acquires.

Grape-Nuts is a perfectly cooked food, and both that and the Postum Food Coffee contain fine microscopic particles of phosphate of potash, obtained in a natural way from the grains of the field and by scientific food experts incorporated into food and drink. That element joins with the albumen in food to make gray matter, which is the filling of the brain cells and the nerve centres all over the human body.

A man or woman thus fed is scientifically fed, and rapidly grows in vigor and vitality, and becomes capable of conducting successfully the affairs of life. To produce a perfect body and a money-making brain, the body *must* have the right kind of food and the expert food specialist knows how to make it. That is Grape Nuts and Postum Cereal Food Coffee, produced at the pure food factories of the Postum Cereal Co., Ltd., at Battle Creek, Mich.

THE GRAND HOTEL, STOCKHOLM

King Oscar Among His Subjects.

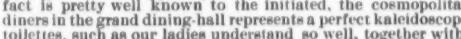
(From our Special Correspondent.)

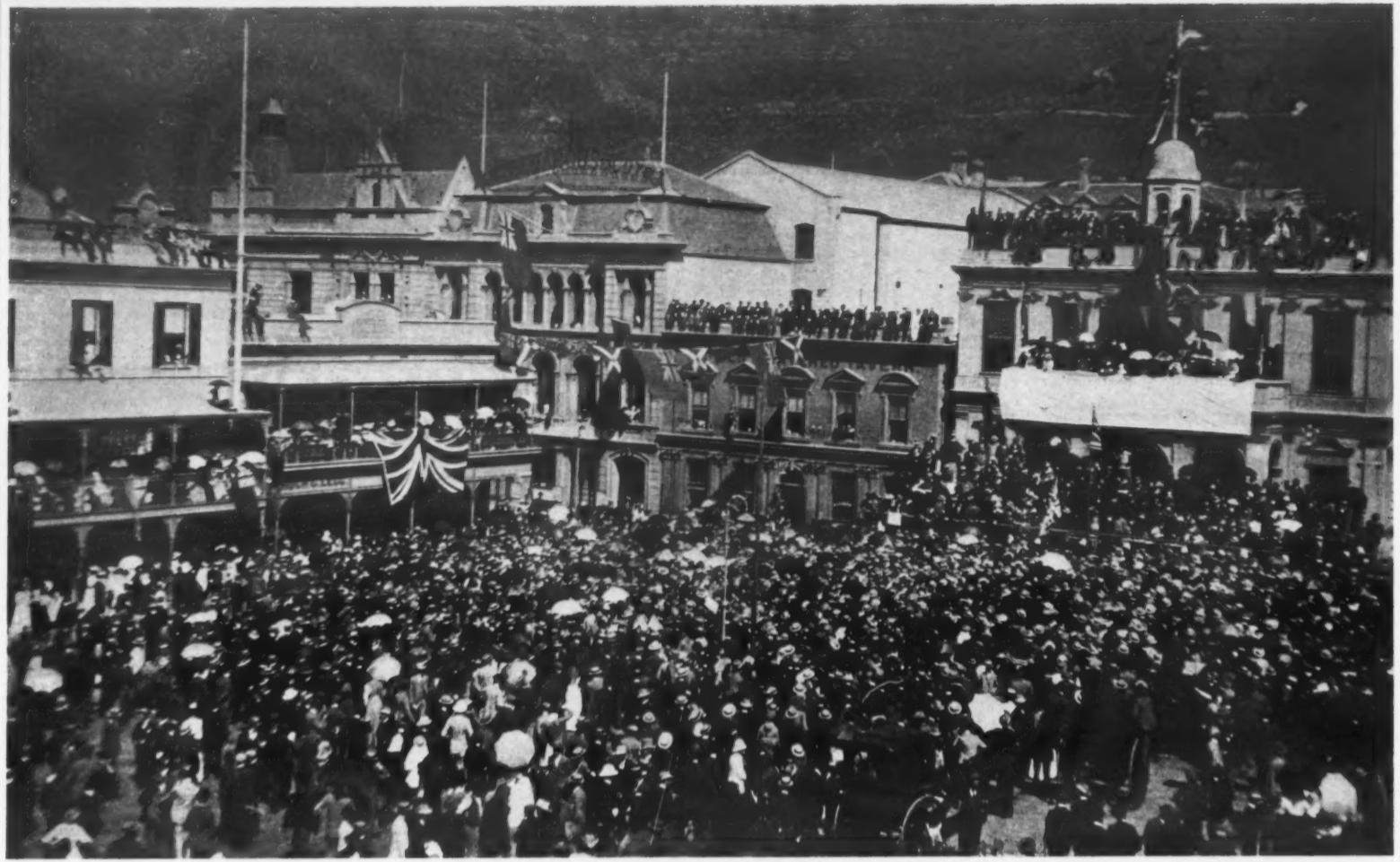
STOCKHOLM, May 8th, 1900.—Original and unsophisticated man, with his primitive conceptions of life, found apparently nothing more delightful than lake dwellings. Herodotus, four centuries before Christ, describes various tribes in Macedonia as living in huts built on piles in Lake Prasias. Twentieth-century man has altered primary conditions of existence to suit his peculiar outlook, but he has invented nothing more alluring than a dwelling by the water. On the shores of beautiful Lake Mälar, barrows and runic stones bear witness to the antiquity of its early settlements, and at the beginning of the twentieth century the magnificent *Grand Hotel*, recently opened, faces this picturesque lake, somewhat similar to the Auditorium in Chicago. After several years of industrious labor, Mr. Ture Stenberg, a leading architect of Sweden, and who has also lived in America, has built a palatial hotel in the most beautiful and romantic spot of Stockholm, facing, as will be seen in the above picture, Lake Mälar, the King's castle, and a number of aristocratic residences. With the enterprise characteristic of this progressive race, Mr. Stenberg has largely copied the American hotel system, and Mr. Nils Trulsson, whose name as *hôtelier* is familiar to thousands of American travelers, has completed the internal arrangements on a liberal scale characteristic of his artistic taste and advanced ideas.

Among the many epochs which have marked the close of the last century none, I venture to say, indicates more clearly modern socialism than the scene I was invited to witness at the opening of this magnificent hostelry by King Oscar and the Crown Prince of Norway and Sweden last December. It was, indeed, a brilliant assembly, from the King, surrounded by various courtiers and notabilities, down to the "Royal Hall" to honor the enterprising company who had ventured a large fortune on this "land-mark" in Sweden's progress. To my mind the most impressive feature of that unforgettable evening was the hearty

handshake extended by King Oscar to Mr. Nils Trulsson as representative citizen and general manager of this magnificent hostelry. Mr. Trulsson, in plain citizen's clothes, albeit liberally decorated, appeared to marked advantage in the brilliant, uniformed assembly. King Oscar, in the kindness of his heart, spoke generous words of praise to this clever organizer who, when quite a lad, left his paternal home and went out in the wide world "to conquer or perish." Without digressing, I may be permitted in adding that he *did* conquer. With the courage necessary to success he has managed several leading continental hotels in France, Italy, and Berlin, and in the noontime of life, laden with honor and success, he has returned "to his ancestral hills." Here he has just opened a modern palace fit to rival any hotel in Europe. The interior—from the rich grandeur of the restaurant to the quiet simplicity of the smallest bed-room—is arranged on American lines, and there is nothing to jar on one's sense of fitness. The rooms are high, airy, bright, and cheerful, looking out on the beautiful Lake Mälar, gay with yachts, steamers, launches, and small boats. Sven's children love the water, and take to it naturally; still it need not surprise my readers to hear that nowhere in Europe have I found better Canadian Club whiskey than at this hotel. As a matter of fact, the *Grand Hotel* is the largest and finest and certainly the best appointed in all Scandinavia. The reception-rooms, parlors, billiard- and smoking-rooms, in short, all public rooms, of which there is a number, are large and sumptuously furnished. The grand restaurant looks out on the avenue and on the lake beyond. There's a grill-room, a grand *Wiener Café*, where native society gathers daily "to see and be seen," and the inevitable American bar, which, however, is no longer a novelty in Europe. Steam and electricity regulate and facilitate every comfort, and swift Otis lifts make all floors equally desirable. In short, the situation of this beautiful hotel may be favorably compared with the Auditorium in Chicago, and the historic surroundings thrown in. The feature of the *Grand Hotel*, however, lies chiefly in the fact that it is absolutely fireproof. The whole structure is of brick, concrete, and steel, or iron incased in concrete. Even the floors are of concrete. It is only just to the architect to give special prominence to this fact, and, whatever may be the case in other hotels, it is certain no fear need be felt here. Without going into details I may say in conclusion that, considering the extravagant comforts which surround us in this paradise of the picturesquely-north, its exemplary organization, deferential attention, and prompt service (and such a relief, by the way, from the vexatious help at home), the charges of this house are less by one-half than at any first-class hotel in New York.

C. FRANK DEWEY.

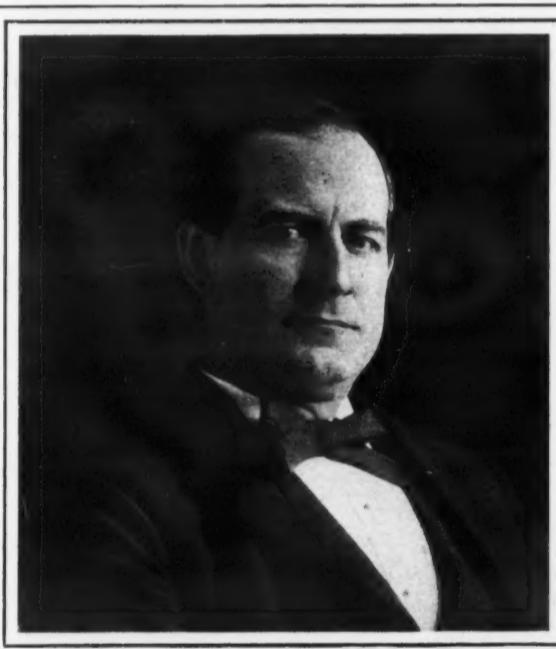




TWENTY THOUSAND INHABITANTS OF CAPE TOWN DECLARE FOR BRITISH ANNEXATION.
MASS MEETING AT NEW MARKET SQUARE, ADOPTING A RESOLUTION SUBMITTED BY SIR GORDON SPRIGG AGAINST THE CONTINUANCE OF THE SOUTH AFRICAN REPUBLICS.



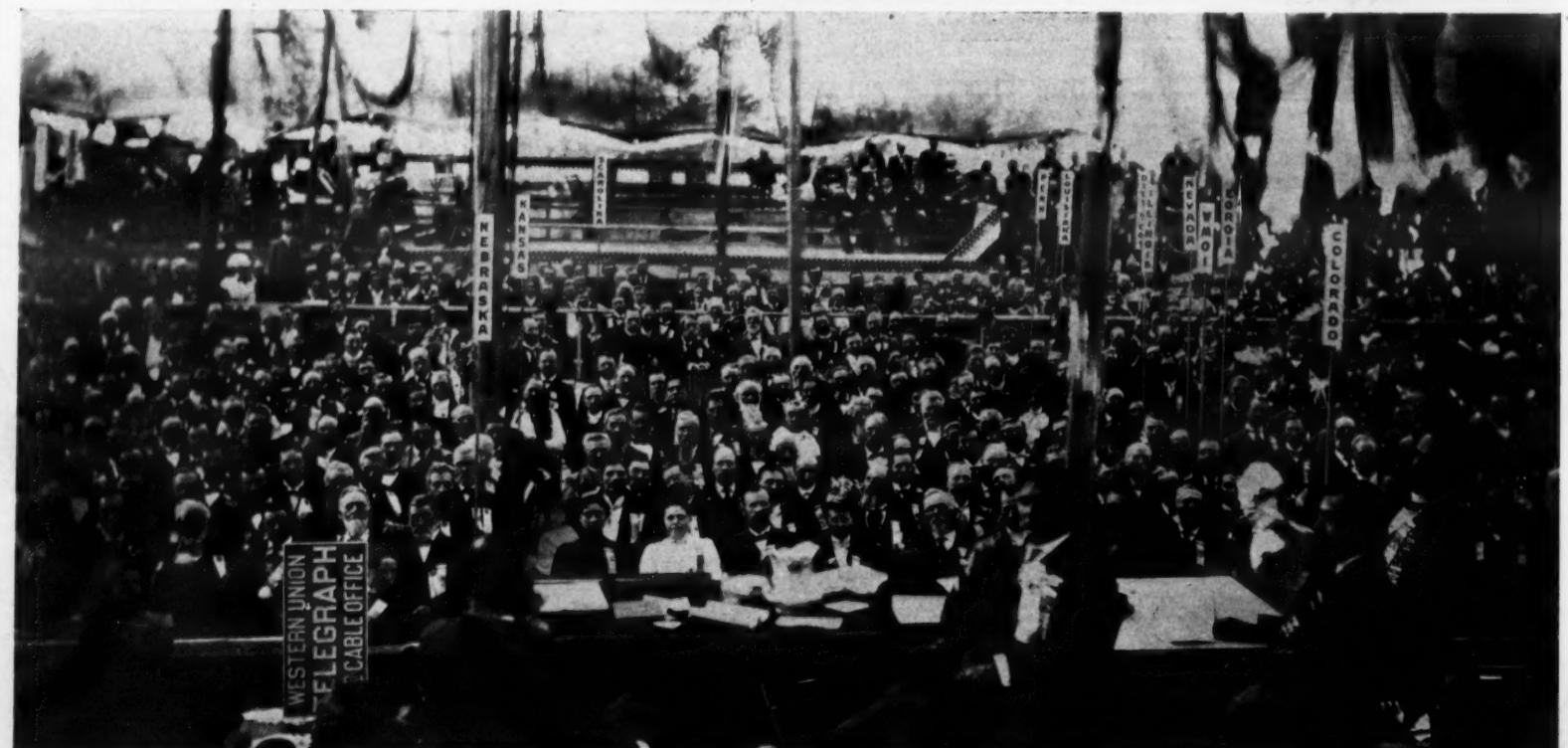
WHARTON BARKER OF PHILADELPHIA, NOMINATED FOR PRESIDENT BY THE MIDDLE-OF-THE-ROAD POPULISTS, AT CINCINNATI, MAY 10TH.—Photograph by Gutekunst.



WILLIAM J. BRYAN, OF NEBRASKA, NOMINATED FOR PRESIDENT BY THE NATIONAL POPULIST CONVENTION AT SIOUX FALLS, S. D., MAY 10TH.
Photograph by Pach Brothers.



EX-CONGRESSMAN CHARLES A. TOWNE OF MINNESOTA NOMINATED FOR VICE-PRESIDENT AT THE NATIONAL POPULIST CONVENTION.
Photograph by Ely.



THE NATIONAL POPULIST CONVENTION IN SESSION AT SIOUX FALLS, S. D.—INTERIOR OF THE CONVENTION TENT, WHERE THE NATIONAL POPULISTS NAMED THEIR PRESIDENTIAL TICKET—VIEW FROM THE PLATFORM.

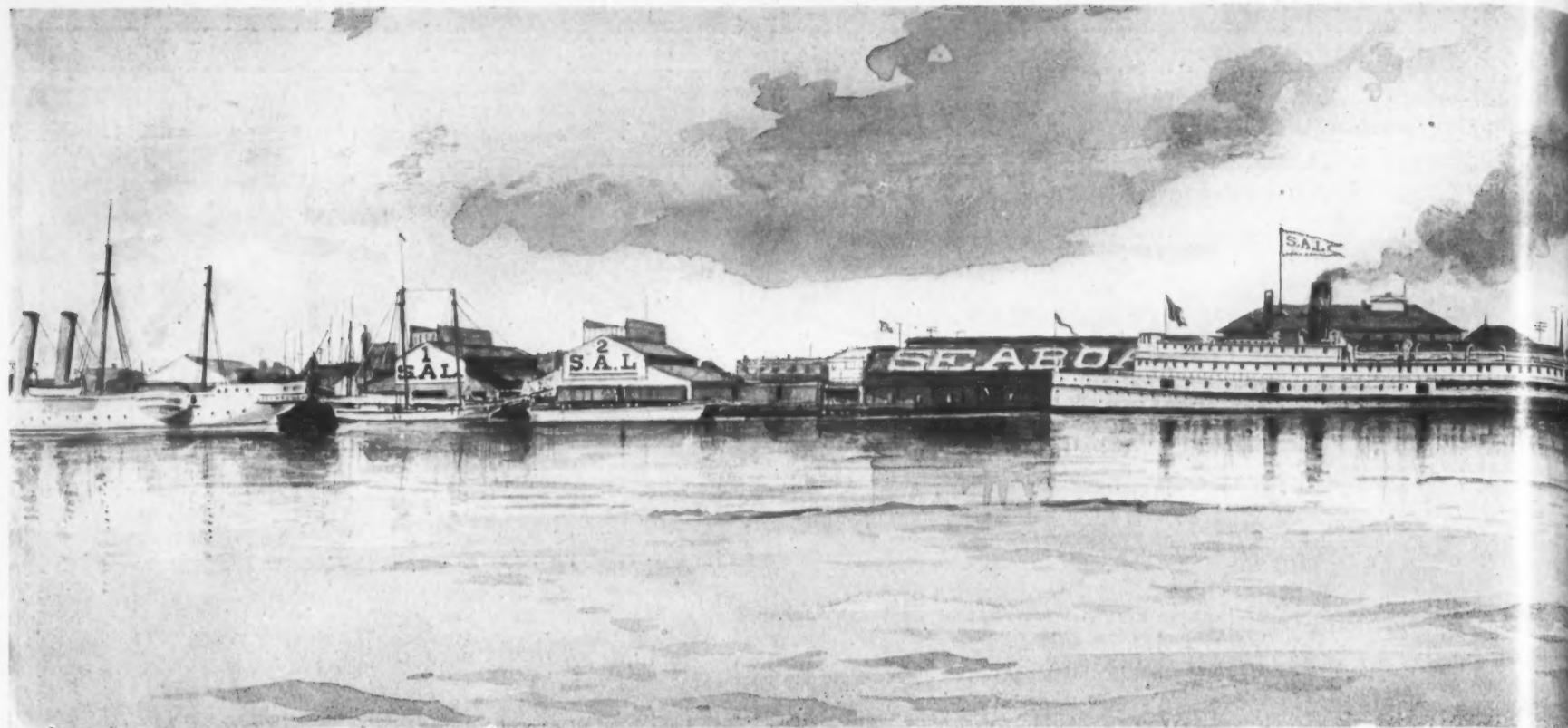
PUTTING THE FIRST PRESIDENTIAL TICKETS IN THE FIELD



THEY ARE THE NATION'S HEROES NOW, WITH AN UNDIVIDED COUNTRY AND AN UNDISPUTED FLAG.
PHOTOGRAPH, COPYRIGHTED, BY F. L. HOWE, ATLANTA, GA., 1899.

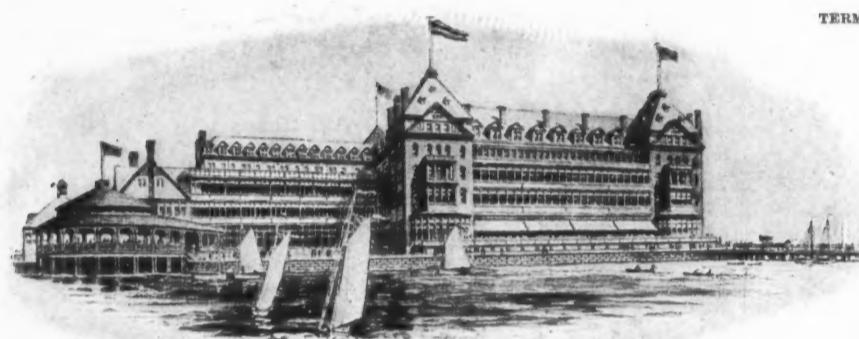


UNKNOWN, BUT NOT FORGOTTEN!



Bay Line steamer "Alabama."

TERMINAL HARBOR FACILITIES, AND WAREHOUSE AND WHARFAGE SYSTEM, OF THE SEABOARD AIR LINE, AT NORFOLK, DRAWING FROM PHOTOGRAPH.



HOTEL CHAMBERLIN, OLD POINT COMFORT, VA.

THE NEW SOUTH.

NORFOLK-PORTSMOUTH AND OLD POINT COMFORT, VA.

My mission and sojourn in the New South is a pleasant one, even though the task I have selected is an arduous one. Before leaving New York I was careful to glean from men living in the city, whose interests were large in the Southern communities, and from other sources, valuable information, much of which I have verified personally, on the spot, so to speak, as to the stability, growth, natural, shipping and manufacturing resources, and achievements generally, and the existing conditions of the respective communities about to be visited. Some pretty large statements as to the progress made were given to me in New York, sufficient to challenge my admiration. I now am pleased to add my approval and indorsement, and in addition will state that some of them were altogether too modest. I could improve upon them and still be able to linger safely within the bounds of truth.

The great need of the New South to-day is capital. Of raw materials it has an abundance, particularly in iron, coal, cotton, and tobacco, and it has what the North does not have, cheap labor.

Additional hotel accommodations are sadly needed in many Southern cities south of Norfolk and Richmond. I attempted to register at the leading hotel in Birmingham, and found twenty-three people registered ahead of me, waiting for rooms.

Northern capitalists are investing freely in the cotton centres, and large numbers of new mills are being built, previous ones having paid handsome dividends.

I find that large numbers of Northern manufacturing enterprises are finding their way to Southern cities, large and small, cheap manufacturing sites—in many cases furnished free by cities and communities—advantageous railroad rates, proximity to seaboard ports and export points, low tax and water rates, cheap

fuel, and reduced cost of living, all contributing to the growing and busy Southern centres. This combination of advantages is bound to produce great industrial enterprises in a practically virgin territory, as far as raw products are concerned.

Alabama shipped to China a few days since the largest single consignment of manufactured cotton cloth—seventeen car-loads—ever sent from the South.

The larger cities in the Southern States surprise the Northern visitor, who has fixed ideas

of inadequate schooling as applied to the South. The school buildings are modern, well ventilated and located, and the faculty are competent to carry on the later systems in use in the more advanced Western and Northern communities. I cannot say as much for the smaller towns and rural districts, but the idea is contagious, and it is only a question of time when

estimate about \$1,500,000. Norfolk is the fourth cotton port of the country, about 695,000 bales being handled in 1899, is the leading peanut centre of the world, and one of the principal lumber markets of the United States, the annual output sold being over 500,000,000 feet.

The land surrounding the city is very rich, being utilized mostly as truck farms. Four leading truck farmers pay \$80,000 yearly for fertilizing material alone. In some instances five crops are marketed in one year. The strawberry crop produces 12,220,000 quarts annually, snap and lima beans 163,000 baskets, cabbage

321,000 barrels, kale

77,000 barrels, Irish and sweet potatoes 507,000 barrels, cucumbers

72,000 barrels, cantaloupes 30,000 barrels, spinach 139,000 barrels, peaches

137,000 baskets, and 549,000 watermelons. The value of these crops yearly is over \$3,500,000.

Total coal shipped in 1898, 2,023,793 tons, 1,982,423 tons being famous Pocahontas coal. Total exports were over \$13,600,000, and tons of freight shipped and received by water were over 9,430,000.

Imports for same period, \$203,000; clearing-house transaction

over \$45,000,000; balances, \$6,909,000, while horses and mules handled

were valued at \$1,080,000; value of buildings erected, \$1,220,000.

Norfolk is but twenty hours by water and twelve hours by rail from New York. Shipping and transportation facilities make it a formidable rival of older American seaports in transporting



NEW ATLANTIC HOTEL, NORFOLK.



A NEW S. A. L. FREIGHT CAR.

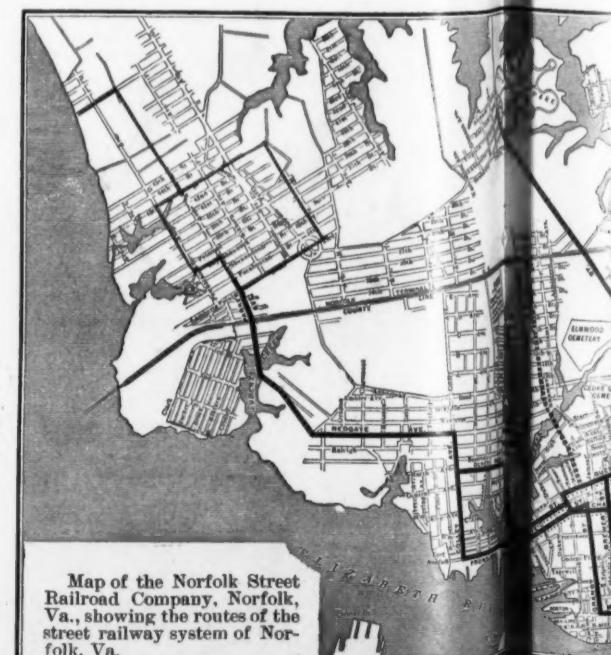
the best school methods and systems will be adopted in the South generally. In many districts mechanics and workingmen, themselves without education, are taking initial steps to secure the best educational advantages for their own offspring.

Norfolk, Va., is an interesting city, being one of the most important seaport centres in America, and is destined to occupy a still more important position

in the maritime world. Nature has dealt generously with this section of historic old Virginia, other points near Norfolk being Portsmouth, Berkley, Newport News, Hampton, Phoebe, and Fortress Monroe. Naval vessels of the combined Powers of the world could easily anchor in these spacious natural harbors. The largest battle-ships may now steam directly to local docks, by means of the new Lamb channel.

During 1898, 634 vessels, tonnage 1,100,000, cleared from this port, merchandise exports amounting to nearly \$14,000,000. Over 2,300 coastwise vessels entered the harbor, 1,930 clearing.

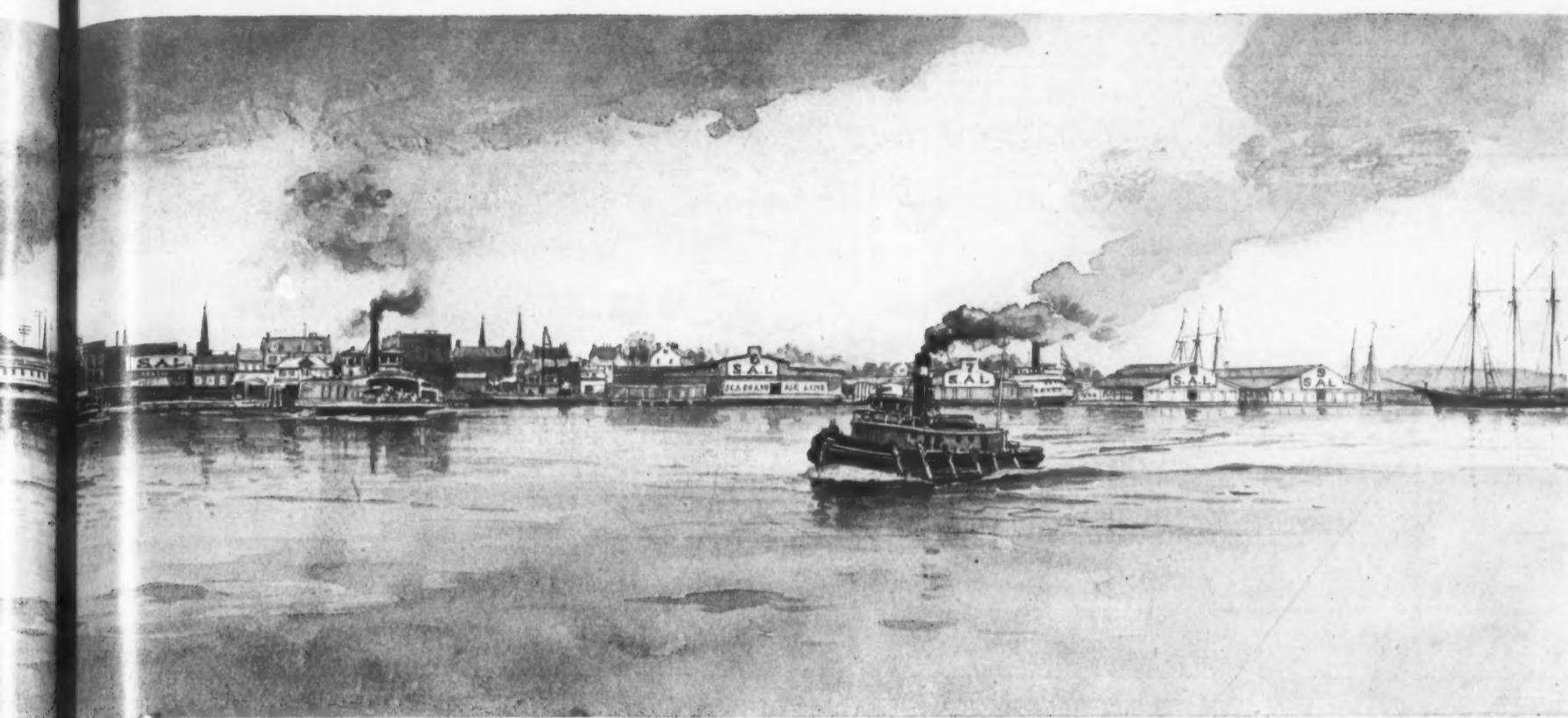
Large oyster-beds lie close to the city, and over \$2,000,000 revenue is derived from this industry, the edible peanut adding to this



Map of the Norfolk Street Railroad Company, Norfolk, Va., showing the routes of the street railway system of Norfolk, Va.



BATH-HOUSE NO. 2, EXCURSION PAVILION, AND OCEAN VIEW HOTEL.
Photograph by Faber, Norfolk, for "Leslie's Weekly."



AIR LINE, AT NORFOLK-PORTSMOUTH, VIRGINIA, ON THE PORTSMOUTH SIDE OF THE ELIZABETH RIVER

Photograph by Crawford, Norfolk, Va.

varied products of the New South to foreign shores. The coming years will bring forth remarkable developments in the foreign and domestic shipping interests of this locality, while the mineral and industrial wealth, yet to be developed, and the further developments of the garden, field, and farm products of the fertile soil will greatly enlarge her commercial intercourse. Her population, counting in near-by suburban communities, is about 100,000.

In November, 1899, a consolidation was effected of the Norfolk Street Railway Company, the Norfolk and Ocean View Railroad Company, the Virginia

Electric Company, and the Berkley Electric Light and Power Company, of Norfolk, Va., under the name of the Norfolk Railway and Light Company, covering the street railway and lighting system of the city.

The street railroad system embraces twenty-two and a half miles in the City division and thirteen miles on the Ocean View division. The lines of the City and Ocean View divisions occupy the principal streets of Norfolk and extend into the contiguous territory, including Lambert's Point, Ocean View, Willoughby Beach, and Old Point. The construction of the lines is first-class throughout, heavy girder rails being used on the City division, 60 pound T rails on the Lambert's Point division, and 70-pound T rails on the Ocean View division.

CITIZENS' BANK BUILDING, NORFOLK, VA.
Photograph by McKinnie, Norfolk.

senting a very handsome appearance. This company furnishes the electric light and power for Norfolk and Berkley, and in the latter town has an exclusive franchise.

The Ocean View division is the only route to the popular resort of Ocean View and Willoughby Beach, and is the quickest route from Norfolk to Old Point. The Norfolk Railway and Light Company operate their own ferry-boats from Willoughby Beach pier to Old Point pier. The whole company is one of the best organized in the South, and its service is not excelled in any city of its size in the country.

Ocean View is an ideal spot facing the Atlantic Ocean, where you may enjoy the finest surfing on the entire coast, as well as yachting and fishing. Here are located fishing-grounds that, one hundred yards from shore, furnish rare sport for those wielding the rod and reel. Driving, cycling, and a thoroughly equipped hotel, the Ocean View, supply your wants and pleasures on shore. The hotel is roomy and comfortable, and the verandas aggregate in length over two thousand feet. Each of the elegantly furnished rooms opens upon a veranda. The appointments are complete; the climate mild and invigorating.

One of the leading financial institutions of Norfolk is the Citizens' Bank, with a capital of \$300,000, deposits of over \$1,728,000, and a sur-

plus of \$100,000; undivided profits about \$83,000. The institution occupies the entire ground floor of the modern bank and office building recently erected. The management is thoroughly alive to local conditions, and enterprising to a degree. The growth of this bank has been marked, especially during the past ten years.

The *Cornucopia, or Southern Horn of Plenty*, is an enterprising monthly publication, devoted to the vital interests of this vicinity. The proprietors conduct a bureau of information for the "Middle Atlantic Seaboard." Inquirers and prospective investors may obtain copies of the paper and maps from the editor, Mr. A. Jeffers, who is probably one of the best posted men in Norfolk, as regards the land and water developments in these States. New enterprises and capital are welcomed in the city and State.

The business man and tourist visiting Norfolk will be well taken care of by the two leading hotels, the Monticello and the New Atlantic. The latter is generally crowded. The hotel has been recently refurbished and is a popular house. The Monticello has been recently built and is modern in all appointments. The service is excellent. Together with The Chamberlin, at Old Point, and The Jefferson, at Richmond, Va., this portion of the New South is magnificently equipped with hotels. I speak from actual knowledge on the subject. The Hygeia Hotel, commodious, and advantageously situated at Old Point Comfort, must also be included in this famous combination. The Monticello was built at a cost of \$300,000.

Before leaving New York I was admonished by Mr. Samuel Carpenter, the genial and efficient passenger agent of the Pennsylvania Railroad, to visit The Jefferson, in Richmond. I did so, and found one of the most beautiful of American hotels, built by the late Major Ginter at a cost of \$2,000,000. It is a marvel from an architectural standpoint. The spacious arcade and palm-garden, marble hall and reception-rooms, the commodious salon and library, the dining-hall, the convention hall, and the roof-garden, the latter seating one thousand persons, are all sights worth seeing.

(Continued on page 410.)

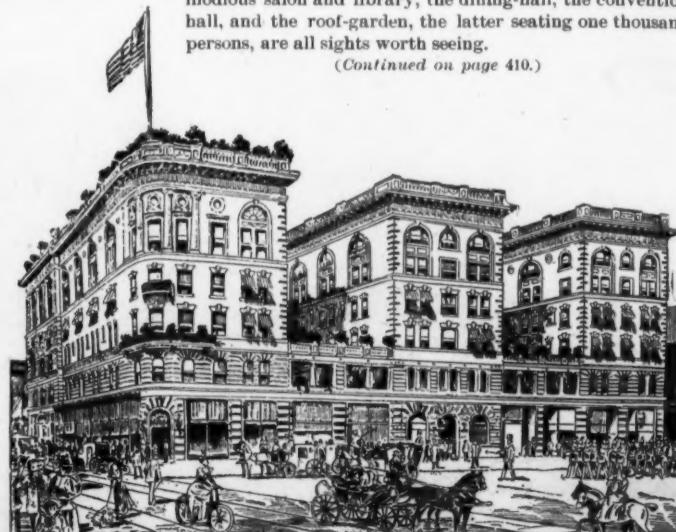
CITIZENS' BANK BUILDING, NORFOLK, VA.
Photograph by McKinnie, Norfolk.

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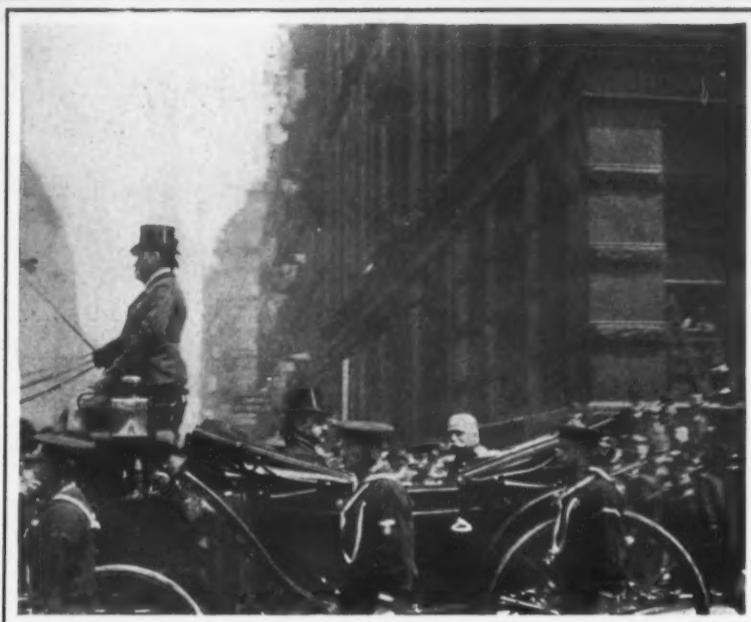
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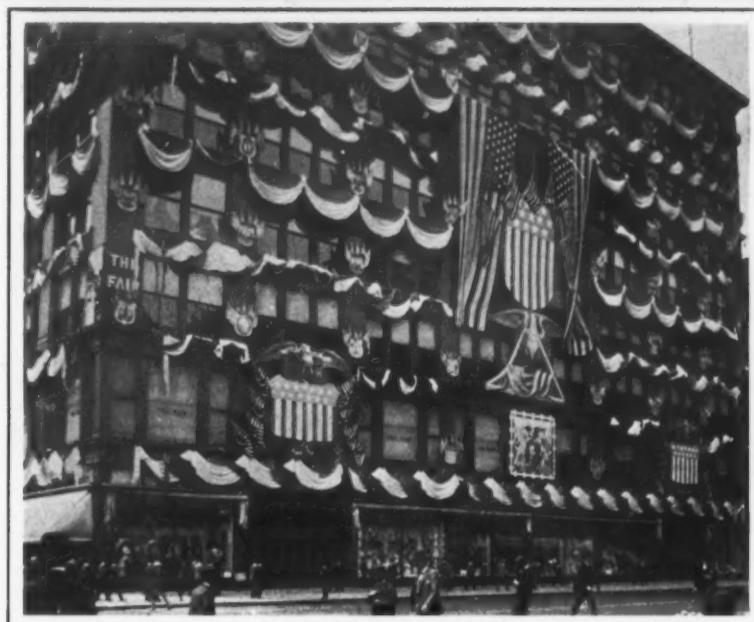
THE NEW MONTICELLO HOTEL, NORFOLK, VA., BUILT AT A COST OF \$300,000.



Commercial and Financial Chronicle.



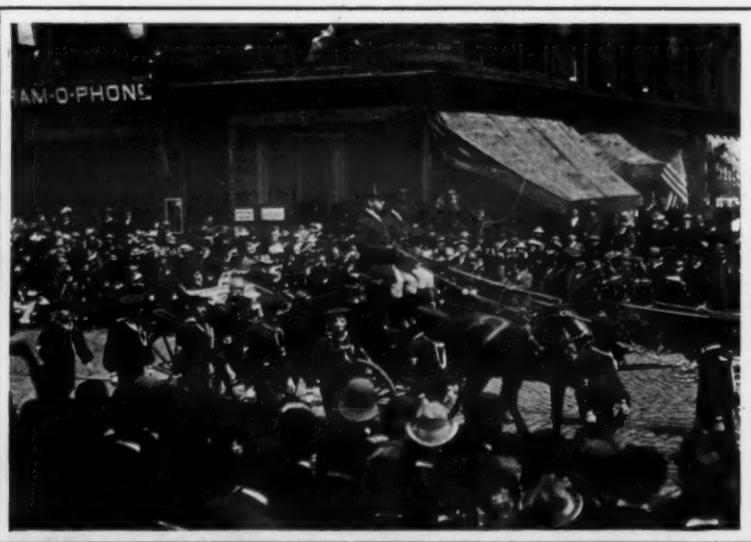
ADMIRAL DEWEY RIDING WITH MAYOR HARRISON IN THE CHICAGO PARADE.
William F. Hild, Chicago.



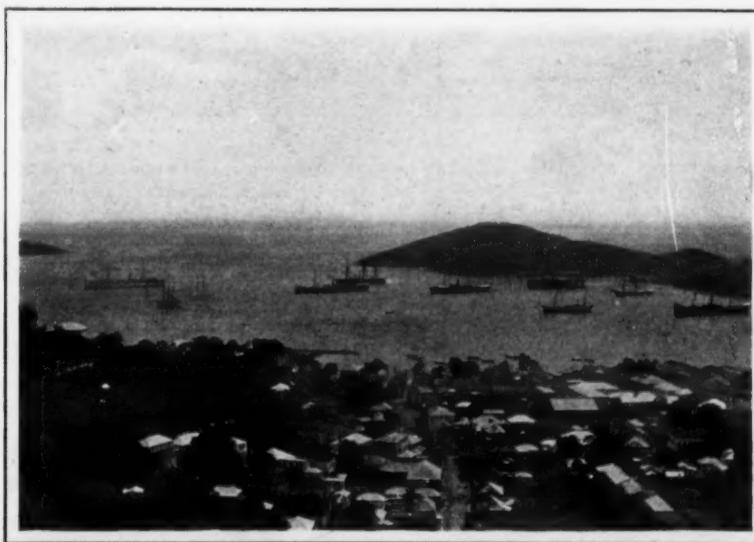
ONE OF CHICAGO'S MOST ELABORATELY DECORATED BUILDINGS ON DEWEY DAY.
Ernest Waymans, Chicago.



(THE PRIZE-WINNER)—CONFEDERATE DECORATION DAY AT OAKLAND CEMETERY, ATLANTA, GA., APRIL 26TH—CROWD LISTENING TO ORATION UNDER THE TREES.
Charles H. Killian, Atlanta, Ga.



ADMIRAL DEWEY ON STATE STREET, CHICAGO, MAY 1ST.
J. H. Sheffield, Chicago.



ST. THOMAS, THE CAPITAL OF THE DANISH WEST INDIES, WHICH UNCLE SAM TALKS OF BUYING—*C. S. Joslyn, Kenwood, N. Y.*

OUR AMATEUR PHOTOGRAPHIC CONTEST—GEORGIA WINS.

[NOTE OUR SPECIAL OFFER FOR PARIS EXPOSITION AND BICYCLE AMATEUR CONTESTS ON PAGE 410.]



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The Columbia Coaster Brake

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This book contains 104 pages 11x14 inches in size, and consists of large 9x12 plate pages, giving plans, elevations, perspective views, descriptions, owners' names, actual cost of construction, no guess work, and instructions *How to Build* 70 Cottages, Villas, Double Houses, Brick Block Houses, suitable for city suburbs, town and country houses for the farm, and workingmen's homes, for all sections of the country, and costing from \$300 to \$6,000; also Barns, Stables, School House, Town Hall, Churches, and other public buildings, together with specifications, form of contract, and a large amount of information on the erection of buildings, selection of site, employment of architects. It is worth \$5 to any one, but I will send it in paper cover by mail, postpaid, on receipt of \$1; bound in cloth, \$2.

If you ever intend to build get this book and study it before you commence. This should be your first step toward building a house, so as to ascertain what kind of a house you want and find out how much it is going to cost before going ahead.

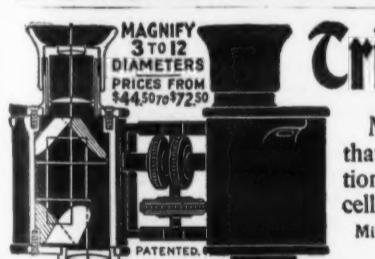
There is not one person in a hundred that builds a house but that wishes, after it is too late, that he had made some different arrangements on planning the interior, and would give many dollars to have had it otherwise, but it is too late.

As there is not one in a hundred that will tell you that the reason of this is he starts to build, without proper consideration; his only foundation is the money he has to build with and large imaginations. About the time he has his building enclosed his imaginations vanish and his money with them.

The value of this work to builders cannot be estimated, as it contains designs for just such houses as they are called on to build every day in the week.

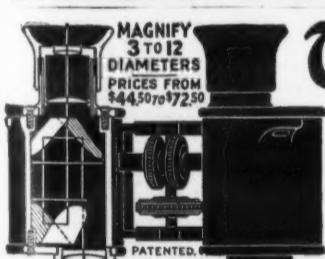
There is not a builder in the country who can afford to neglect this book.

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EIGHT AMERICAN BEAUTIES EACH WORTH A FRAME.

A ATTRACTIVE PRESENT, and one within the reach of everybody, is offered by LESLIE'S WEEKLY in the shape of a portfolio, "The American Girl," containing eight superb drawings of American beauties, including "The Football Girl," "The Golf Girl," "The Sporting Girl," "The Yachting Girl," "The Summer Girl," "The Horsy Girl," "The Bicycle Girl," and "The Society Girl."

These pictures are from drawings made by one of the most famous American artists, and each picture is 11x9 in size and printed on heavy paper suitable for framing. Any one who wants to give a beautiful and appropriate souvenir to a friend can send one or more of these pictures, either framed or unframed, and it will be a most acceptable gift. The price of the entire eight pictures, comprising "The American Girl Album," is fifty cents, and it can be obtained by addressing LESLIE'S WEEKLY, 110 Fifth Avenue, New York.



This house is costing a great deal more than he calculated it would, but that will tell you that the reason of this is he starts to build, without proper consideration; his only foundation is the money he has to build with and large imaginations.

The value of this work to builders cannot be estimated, as it contains designs for just such houses as they are called on to build every day in the week.

There is not a builder in the country who can afford to neglect this book.

Jasper's Hints to Money-makers.

[NOTICE.—This department is intended for the information of the regular readers of *LESLIE'S WEEKLY*. No charge is made for answering questions, and all communications are treated confidentially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests.]

NOTWITHSTANDING Senator Depew says that the country is suffering from "indigestion of prosperity," because times have been almost too good, I do not agree with him that we are not suffering from over-production, the forerunner of business stagnation. Railroad earnings are beginning to decline. I have before me the reports of the earnings of eighteen railroads for the first week of May. Six, or one-third of these, show decreased earnings. This is the first time that I have observed so large a percentage of decreased earnings in any week's report during the past two years. The iron boom is now conceded to be over, and even the *Iron Age*, which, in its weekly reviews, has been constantly presenting the best possible aspect of the situation, is obliged to admit that "the iron trade presents little of an encouraging character." The official reports from the blast furnaces show that while the capacity of the latter is still increasing, there is a constant diminution in orders and an increase in the stocks on hand. The price of lead, which has been steadily rising for a long time, has now been cut twice, and that is the end of the lead boom. Copper has had its decline, and all the speculative commodities must follow suit.

Mr. Gates, the American Steel and Wire manipulator, is credited with the recent observation, that "there is no more money in promoting, because the people are becoming too wary. Reorganization will be the next great play." This is precisely what I have predicted. The over-capitalized industrials within a year or two, possibly within the present year, will have to be reorganized, just as the over-capitalized railroads were a decade ago. Before this occurs there will be a general squeezing out of the water in these securities, and this makes the outlook bad, especially for the common stocks. The crisis may be nearer than most of us expect. It is not impossible that a smash on the German or some other foreign bourse will expedite the matter. Symptoms of a panic in Berlin and of severe stringency in the foreign money markets have already appeared.

The rise of nearly twenty points, in less than a week, in Long Island Railroad stock because of the report that the Pennsylvania Railroad, in alliance with the New York Central, had secured its control, discloses why old operators prefer to dabble in railroad securities rather than in the new-fashioned industrials. Nearly every railroad, sooner or later, becomes a desirable acquisition either for a competitor or for some line that may be seeking extensions, so that every once in a while some railroad stock which has long been dormant suddenly manifests new life and comes to the front with a rush. There is little danger of wiping out an existing railroad, or of making it worthless by the building of a competing line, because this takes too much money, but there is always danger, when any branch of industry offers unusual profits, of many competing in this line of manufacture. We find, for instance, that one of the competitors of the American Steel and Wire Company has just arranged to build a large plant at Cortlandt, New York, for the manufacture of steel rods, in competition with the trust, while new wire plants are being built at Portsmouth, R. I., and Wilkinsville, Mass. It takes a fortune to build a railroad, but a moderate amount of money will put up a wire-factory. Investors realize the danger that competition always invites.

"E. J.": Not worth holding.

"W. E. D.": New York: I think well of your plan.

"O.": Meadowville, Pa.: All will sell lower before October 1st.

"J. T. W.": New York: I would accept the offer. Doubt if the stock has any permanent value.

"Student": Lexington, Ky.: I would rather have Republic Steel preferred than Federal Steel common.

"Reader": Butte, Mont.: The increased tariff arranged for the Oriental service by the trans-Pacific conference committee will not doubt increase the earnings of Pacific Mail. I do not advise the sale of the stock.

"D.": Fall River, Mass.: New York, New Haven and Hartford sells at a pretty high figure, but is very closely held, and is therefore a dangerous stock to sell short. There are reports that its net earnings are not as large as they have been.

"Timid": Portland, Me.: I think better of the American Smelting and Refining Company than of most of the industrials. It has redeemed the greater part of its outstanding bonds and is doing a profitable business, with an expectation of paying dividends on the common stock within a year or so.

"Alert": Batavia, N. Y.: I should take the railroad preferred stocks in preference to American Car and Foundry preferred. If the latter were on a safe seven-per-cent. dividend basis it would not be selling at its present price. If you want a cheap industrial preferred stock take Union Bag or International Paper preferred, and Missouri Pacific for a cheap railroad stock.

"F. G.": Chicago, Ill.: The friends of the Colorado Fuel and Iron Company have for a long time advised its purchase. There is \$17,000,000 of the stock, while the Tennessee Coal and Iron has nearly \$20,000,000. On the basis of earnings your query is justified. Both stocks are subject to such fluctuations that I do not advise their purchase. But at the prices you give, my preference would be the Colorado concern.

"Clerk": Omaha, Neb.: Union Pacific would naturally be affected by the extension of the Burlington in the direction of Ogden, because it would parallel the Union Pacific right in the territory of the latter. It has always been the belief of railroad men that the Burlington would eventually be extended to the Pacific coast. (2) I had rather put the money in Missouri Pacific than in Baltimore and Ohio or in Northern Pacific.

"I.": New York: Men who are prominent in Metropolitan Traction insist that it will be able to pay its present rate of dividend, regardless of its guarantees on Third Avenue. They believe that the franchise tax will not stand, but good lawyers tell me the new law will be enforced. If it is rigidly enforced I do not see how Metropolitan can continue on a seven-per-cent. dividend basis. It is a question for the law rather than for the prophets.

"F. O. B.": Saginaw, Mich.: Your impression regarding the possibilities of Western Union is like that of a great many on the Street. The danger is that the market may be oversold, or that the Western Union may make some new telephone deal that will revive its business prospects. I cannot tell whether it has any interest in the matters referred to in your clippings. Such things are not usually disclosed in advance.

"A.": Pittsfield, Mass.: A man can speculate with almost any amount of money, great or small, if he chooses to go into the bucket-shop business, but this is no better than gambling. (2) Practical information is best obtained from a broker or banker. (3) The only safety lies in paying outright for what you buy. (4) I do not advise the purchase of anything at present. (5) If you buy on a margin your reserve ought to be at least twice your margin.

"P. S.": Chicago, Ill.: I would not buy anything on a six-per-cent. margin. It is dangerous business, particularly at this time, when fluctuations are liable to be sudden and severe. (2) I think Wabash preferred and Texas Pacific will decline perhaps less than other stocks, because they have not advanced at the same rate as the rest of the market. (3) At such a time you would be safer to buy less and to pay for what you buy. A favorable opportunity will be on any decisive slump. (4) Stocks can always be sold at the market price.

"E. W.": Portland, Ore.: One with your limited income should be satisfied only with such a safe investment as a savings-bank will guarantee. Any of your best savings institutions ought to satisfy you. Above all, don't go into any of the real-estate schemes to which you allude. If you want to buy real estate, buy it in Portland, Ore., where you live, and where you know the value of property. You had an expensive

experience with the California land, and that ought to be sufficient. (2) The financial advertisements in religious papers are often the worst of the lot. Every bunco steerer is glad to seek such channels of trade. (3) Ask any agent of a strong life-insurance company for information regarding investment insurance, and don't waste your money on any but the strongest and most reliable companies.

"A.": Utica, N. Y.: It is reported that the third largest linseed-oil mill in the country is shortly to be built in Minneapolis, to fight the trust. I have said before that the American Linseed Company was much better managed than was its predecessor, but it is subject to just such competition as the Minneapolis concern threatens, and is therefore not regarded as an investment security. (2) Investment bonds of standard character netting over four per cent. include the Chicago and Eastern Illinois general consolidated first-mortgage fives, selling at about 115, and netting not quite four and one-quarter per cent.; the Western Union fifty-year funding four-and-one-half-percents, selling about 106 and netting not quite four and one-quarter; the Metropolitan Street Railway general mortgage and collateral trust fives, netting 4 1/2 per cent. and selling at 130. All these are safe bonds.

"W.": Cleveland, O.: I still believe that nine out of ten speculators in Wall Street lose in the long run. If they followed the plan you advise, the majority of winners would be much greater. Any one who selects two or three good stocks, studies their condition, and buys them at panic prices, paying for them outright, continuing to buy if prices continue to fall, and then holding the entire lot for a fair profit, will inevitably make money. But most people have not the patience to wait so long for a profit. Canada Southern, Missouri Pacific, Southern Pacific, and Texas Pacific, named by you, all offer good opportunities for such a deal. I think you might substitute St. Louis and San Francisco second preferred for Southern Pacific, as the former pays a dividend and will therefore carry itself. It is better to deal in dividend-payers if you can, because the interest charges count up rapidly.

JASPER.

Just Before the Gavel Falls.

JUST as the long and short hands of the clock in the House of Representatives meet each morning, on nearly every morning of a session of Congress, under the rules of the House the speaker or his designated substitute, who must be speaker *pro tempore*, strikes his desk sharply with his gavel, and the business of the law-makers begins. It is always an interesting moment, but it lacks that activity that prevails for from half an hour to an hour prior to the command of the presiding officer. Our artist, Mr. Walker, has very skillfully caught the view of the House when the bustle preceding the session is greatest, and when the floor is thronged with arriving members, with anxious promoters of legislation, and with the newspaper men, who employ that last opportunity of the morning to glean information for their newspapers for the waiting telegraph-operators in the galleries.

The floor of the House is open to all visitors until fifteen minutes before the hour for calling it to order. At that time the clerks must be in their places in the desks, the chaplain is led to the place from which he looks out with sightless eyes toward the congregation in the semicircles of seats, early members are examining letters or reading newspapers, and members just released from committee meetings are rushing in to be present on time.

At fifteen minutes before twelve the door-keeper or one of his assistants announces that all persons not entitled to the privilege of the floor "will please retire." Until Speaker Henderson was chosen to preside over the body, this order of exclusion was by grace suspended so far as newspaper men were concerned, but insisted upon as to all others. Now it turns out newspaper men, too. These energetic investigators stick to the field as long as possible, to talk with the best-informed men as they reach their places.

Just at the left of the speaker's desk is Mr. Hepburn, of Iowa, one of the keenest and most watchful of Republicans, a man whose agreeable conversational habit is in marked contrast with his biting partisanship when political questions are in debate. In front of the speaker, nearly at the rear of the second aisle, on the Democratic side, Mr. Bailey, the tall, smooth-shaven, handsome Texan, wearing, as always, a low-cut waistcoat, is sure to be greeted by many members and visitors. Another smooth-shaven and large man on the Democratic side is Champ Clark, of Missouri, a man as clever in his use of Scriptural quotation as that other gentleman—Sibley, of Pennsylvania—for whom he is often mistaken, although Sibley has indicated a difference by his recent justification of Secretary Gage for his course in sending large deposits of internal-revenue funds to a New York bank. Other members whose faces have become familiar—Cannon, Dalzell, Payne, on the Republican side, and De Armond, Richardson, the Democratic leader, Sulzer, who aspired to be the leader, move toward their desks, stopped on the way, perhaps, by members or messengers who look for them.

Assisted by his cane, the speaker climbs the marble steps to his place a few moments before the time of meeting. The floor assumes a more orderly appearance. The floor reporters come in and take their places at the little desks provided for them. Door-keepers warn the boisterous to subside. The whispering in the galleries diminishes. Every employé stands at attention. The hands of the clock that lies flat on the speaker's desk tick their way more closely together. Just as they lap there is a sounding "Whack!" A bush falls upon floor and galleries. In a low voice the speaker announces: "The chaplain will open the proceedings with prayer." The session has begun.

EGELL.

The Uncertainties of Life.

THE uncertainty of life and the wisdom of providing against the unexpected are strikingly illustrated by two letters recently received by the Provident Savings Life Assurance Society of this city.

A lady residing in Kingston, New York, in writing a letter, a few days since, to President Scott, to acknowledge the receipt of a check for ten thousand dollars in payment of two policies of insurance issued to her son, called attention to the fact that he had made but one payment of premium upon each of his policies, and that he took out the insurance while in perfect health, and with no thought that death was nigh. A sudden accident ended his earthly career, and the mother, in her sad letter to the president, spoke of the thoughtful consideration which her son showed for the family when he made such generous provision for their future welfare and comfort. She spoke especially of the very great benefit they would receive from the insurance, and she took occasion to thank the representatives of the Provident for courtesies extended, as well as for prompt and business-like treatment in payment of the claim.

Another lady, residing in Lawrenceburg, Tenn., writing to President Scott under date of 8th inst., in acknowledging the payment in full of a policy upon the life of her late husband,

makes this pathetic comment: "The uncertainty of life is demonstrated by the death of my husband. In the prime of life, being less than thirty years old, in perfect health, being strong and vigorous, he took out a policy in your company on the 17th day of January last, quite against his first inclination to carry the insurance. Upon the day the policy was delivered, and when he made payment for the same, he playfully remarked that it seemed almost like throwing so much money away. That very night he was taken suddenly and most unexpectedly ill with an attack of acute peritonitis, and died within a week after the attack. No better evidence can be furnished that persons enjoying perfect health are not spared from disease and sudden death. Life insurance is a protection and a benefit, and I commend it to every family, and especially do I commend the Provident Savings Life Assurance Society to all who are seeking reliable insurance."

These are samples of a large number of commendatory letters which are constantly being received by the Provident Savings, and which are open to the scrutiny of any to whom they may be of interest. Such letters afford ample proof of the fact that life insurance is now recognized everywhere as a business and family necessity, and a person who can be insured and who does not carry a policy fails to discharge a plain duty.

The above letters prove the importance of carrying a life policy, and point to the promptness and fairness with which the Provident Savings settles its claims and the courteous treatment accorded its policy-holders. Moreover, the generous terms of its policies, as well as the aggressive and progressive management of the company, all combine to give it a place in the front rank of life insurance and to make it forge ahead from day to day.

The Army of the Drum—Memorial Day, 1900.

THEY are marching to the drum, I can hear the squadrons come
When the veterans of Vicksburg muster out upon parade;
For the old familiar roll summons every soldier's soul
From the countless graves of glory where their hallowed dust is laid.

With his bullet-riddled flag and his feet in bloody rags,
Walks the pale young Continental with his musket at his back;
There are Perry's battered tars, with their cutlasses and scars,
And *Bonhomme Richard's* sailors with the smoke of battle black.

They are marching to the drum, though with rust forever dumb
Are the bugles that for Grant and Lee once played a fierce re-

train;

But the ranks of blue and gray have arisen, and to-day

Side by side keep step together to the well-remembered strain.
See the soldiers and marines from the far-off Philippines,

Clad in tattered khaki blouses and with faces lean and tanned;

Every eye is fixed with pride on the flag for which they died,

There's a wound in every bosom, but a sword in every hand.

'Tis the army of the drum, though the Maxim and the bomb
And the Mauser's hum will wake them nevermore by field or flood.
Not a man among them all but would choose again to fall

For the bright and starry banner made immortal with their blood.

When the spurs and sabres shine and the columns wheel in line,

Oh, it thrills a Yankee's spirit and it fills a Yankee's eyes!

For he hears the steady beat of a viewless army's feet—

The tramping of the legions that are camping in the skies.

MINNA IRVING.

A Famous Paris Mansion.

THE HOME OF GENERAL HORACE PORTER, THE AMERICAN MINISTER, AND HIS CHARMING FAMILY.

THE Spitzer mansion, which is the Paris residence, or "hôtel," as the French style is, of General Horace Porter, our popular ambassador to the republic of France, was built some years ago by Mr. Spitzer, one of the most famous art collectors in Europe, and contained his entire collections, the bulk of which was sold by him for 12,000,000 francs before his death, which occurred about eight years ago. Some changes were made in the hôtel since, and it has been used as a dwelling-house.

On the main floor there are eight rooms used as reception-rooms. These are filled with the most interesting and valuable art objects, which were retained out of the historic collection, consisting of rare tapestries, armor, pictures, porcelains, ivories, etc. In the large banquet-hall fifty guests can be seated at the table.

The house is found very attractive by the numerous visitors who attend the weekly "at homes" and the large receptions given during the season, and especially on New Year's Day and the Fourth of July. There is not another available house in Paris that is so admirably constructed and arranged for an ambassadorial residence, and General and Mrs. Porter and their charming family are extending its hospitalities with a generous hand during these exposition days.

Hard To Break.

BUT THE COFFEE HABIT CAN BE PUT OFF.

"I WAS a coffee user from early childhood, but it finally made me so nervous that I spent a great many sleepless nights, starting at every sound I heard and suffering with a continual dull headache. My hands trembled, and I was also troubled with shortness of breath and palpitation of the heart. The whole system showed a poisoned condition, and I was told to leave off coffee, for that was the cause of it. I was unable to break myself of the habit until some one induced me to try Postum Food Coffee.

"The first trial, the Food Coffee was flat and tasteless, and I thought it was horrid stuff, but my friend urged me to try again, and let it boil longer. This time I had a very delightful beverage, and have been enjoying it ever since, and am now in a very greatly improved condition of health.

"My brother is also using Postum instead of coffee, and a friend of ours, Mr. W., who was a great coffee user, found himself growing more and more nervous, and was troubled at times with dizzy spells. His wife suffered with nausea and indigestion, also from coffee. They left it off, and have been using Postum Food Coffee for some time, and are now in a perfect condition of health." Grace C. M., Cuyahoga Falls, Ohio.

Put a piece of butter the size of two peas in the pot, to prevent it boiling over.

Held Up by the President

To have your trousers held up by the **President Suspender** is to have a service done without realizing it. There's more comfort, ease and convenience in its use than in any other suspender in the world, and yet you don't feel it. You can't feel it. It is so cleverly constructed that it adjusts itself to every bend of the body. You can work in it, walk in it, ride in it or row in it—it meets every need. Metal parts on the genuine will not rust. Refuse imitations. To stimulate your interest in the **President Suspender**, we make the following offer:

\$1500 for your Estimate

The guarantee ticket found on each President Improved Suspender entitles you to take part in our Presidential vote Contest. \$1500 in gold will be given as prizes for the nearest estimates of the popular vote in the forthcoming elections. Full information with each suspender. Price 50cts. Sold everywhere, or sent by mail postpaid.

The C. A. Edgerton Mfg. Co., Box 225, Shirley, Mass.

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THIS SUMMER

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THE KITTATINY AND POCONO RANGES—PEER OF THE ADIRONDACKS—ARE BUT 214 MINUTES FROM NEW YORK.

TRY THE LAKES

THERE ARE 51, OVER 900 FEET ABOVE SEA LEVEL, WITHIN 120 MINUTES OF NEW YORK. LAKE HOPATCONG, NEARLY 1000 FEET HIGH, IS BUT 42 MILES FROM NEW YORK.

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AND

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YOU'LL WANT TO LEAVE

PARALYSIS

Locomotor Ataxia conquered at last. Dr. Chase's Blood and Nerve Food. Write me about your case. Advice and proof of cures free. DR. CHASE, 224 N. 10th St., Philadelphia, Pa.

LONDON (ENGLAND). THE LANGHAM Portland Place. Unrivalled situation at top of Regent Street. A favorite hotel with Americans. Every modern improvement.

PROFESSIONAL AMENITIES.
SMITH (the critic)—"You're a regular has been."
Villanelle (the poet)—"You're a regular never was."—Judge.

GETTYSBURG, LURAY, WASHINGTON.
PERSONALLY CONDUCTED TOUR VIA PENNSYLVANIA RAILROAD.

Over the battle-field of Gettysburg, through the picturesquie Blue Mountains, via Hagerstown and Antietam, and down the beautiful and historic Shenandoah Valley to the unique Caverns of Luray; thence across the rolling hills of Northern Virginia to Washington, is the route of this tour—a section of the country intensely interesting from both a historic and a scenic standpoint.

The tour will leave New York 8:00 a. m., and Philadelphia 12:30 p. m., Tuesday, May 29th, in charge of one of the company's tourist agents, and will cover a period of five days. An experienced chaperon, whose especial charge will be unescorted ladies, will accompany the trip throughout. Round-trip tickets, covering transportation, carriage drives, and hotel accommodations, will be sold at the extremely low rate of \$25 from New York, \$24 from Trenton, \$22 from Philadelphia, and proportionate rates from other points.

For itineraries and full information apply to ticket agents: Tourist Agent, 1198 Broadway, New York; 4 Court Street, Brooklyn; 789 Broad Street, Newark, N. J.; or address Geo. W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

THOUSANDS testify that Dr. Siegert's Angostura Bitters is the proper tonic to take in the spring.

THE superiority of the Sohmer Pianos is recognized and acknowledged by the highest musical authorities and the demand for them is steadily increasing in all parts of the country.

DON'T forget to take a few bottles of Cook's Imperial Extra Dry Champagne with you on your summer outings.

ADVICE TO MOTHERS: MRS. WINSLOW'S SOOTHING SYRUP should always be used for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea.

REDUCED RATES TO NORTH MANCHESTER, IND.,

VIA PENNSYLVANIA RAILROAD.

For meeting of German Baptist brethren, at North Manchester, Ind. May 29th to June 8th, 1900, the Pennsylvania Railroad Company will place special excursion tickets on sale May 29th to June 3d, 1900, from stations west of Baltimore (not inclusive), and Lancaster and Reading (inclusive), and south of and including Sunbury, at rate of one first-class limited fare for the round trip. Tickets will be good returning until July 1st, inclusive.

USE BROWN'S Camphorated Saponaceous DENTIFRICE for the TEETH. 25 cents a jar.

REDUCED RATES TO PHILADELPHIA.

VIA PENNSYLVANIA RAILROAD. ACCOUNT REPUBLICAN NATIONAL CONVENTION.

On account of the Republican National Convention at Philadelphia, June 19th, the Pennsylvania Railroad Company will sell excursion tickets to Philadelphia from all stations on its line at rate of one fare for the round trip (minimum rate 50 cents). Tickets will be sold and good going June 15th to 19th, inclusive, and returning to June 26th, inclusive.

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LIES IN THE SELECTION OF THE WHEEL YOU RIDE, AND THERE IS AN INDESCRIBABLE SATISFACTION IN KNOWING THAT YOUR WHEEL IS AS GOOD AS IT LOOKS.



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Drinks that are famous the world over. Made from the best of liquors and used by thousands of men and women in their own homes in place of tonics, whose composition is unknown. Are they on your side-board?

Would not such a drink put new life into the tired woman who has shopped all day? Would it not be the drink to offer to the husband when he returns home after his day's business?

Choice of Manhattan, Martini, Tom or Holland Gin, Vermouth, York or Whisky.

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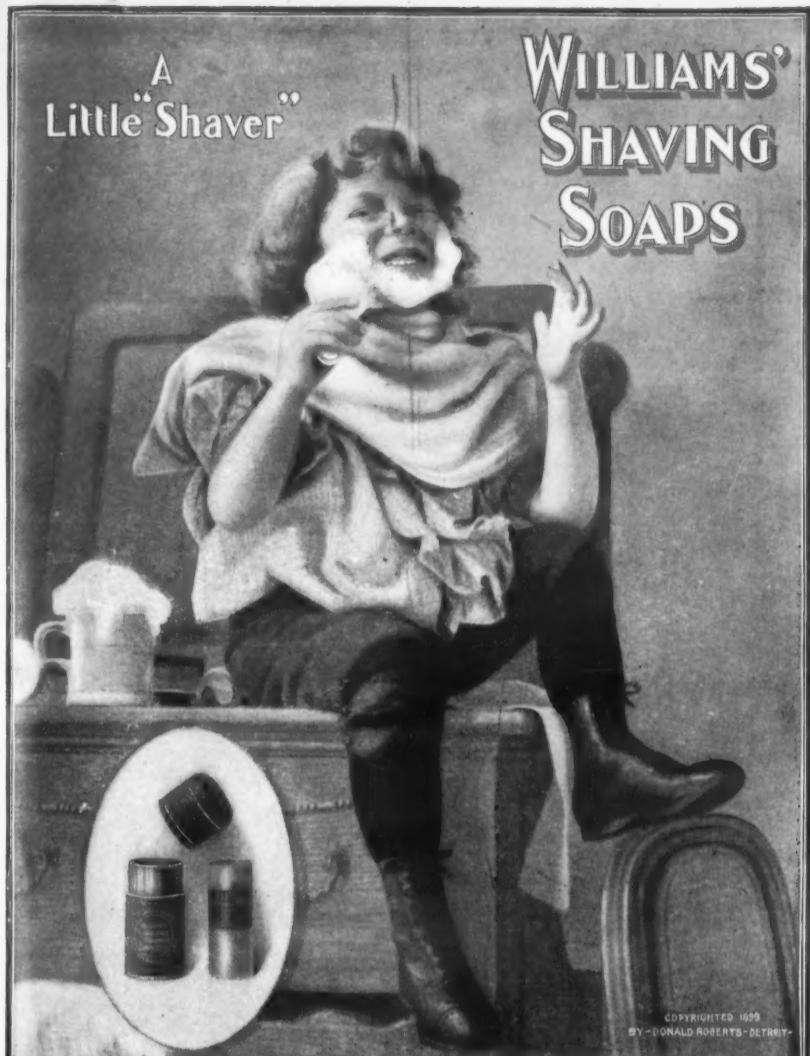


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WILLIAMS' SHAVING SOAP (Barber's), 6 round cakes, 1 lb., 40 cts. Exquisite also for Toilet.
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When you buy your first six bottles your druggist will make you a present of a lovely Artotype, entitled, "Baby's First Adventure." This fine picture cannot be bought at art stores nor obtained in any other way than that plainly outlined here.

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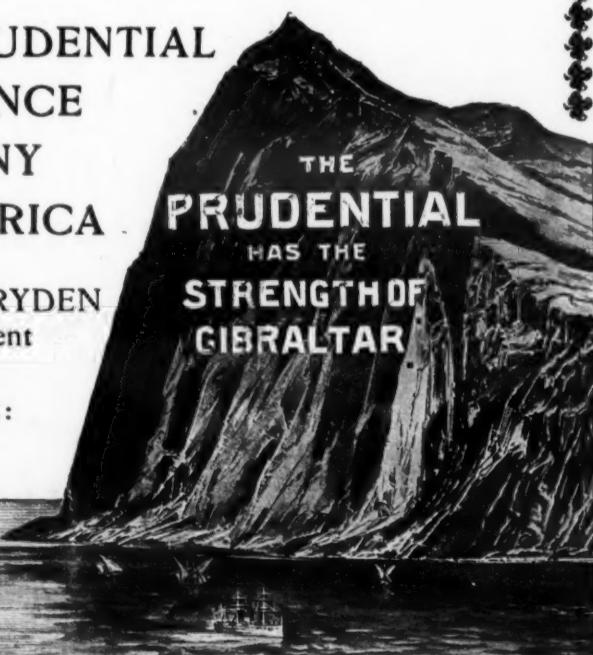
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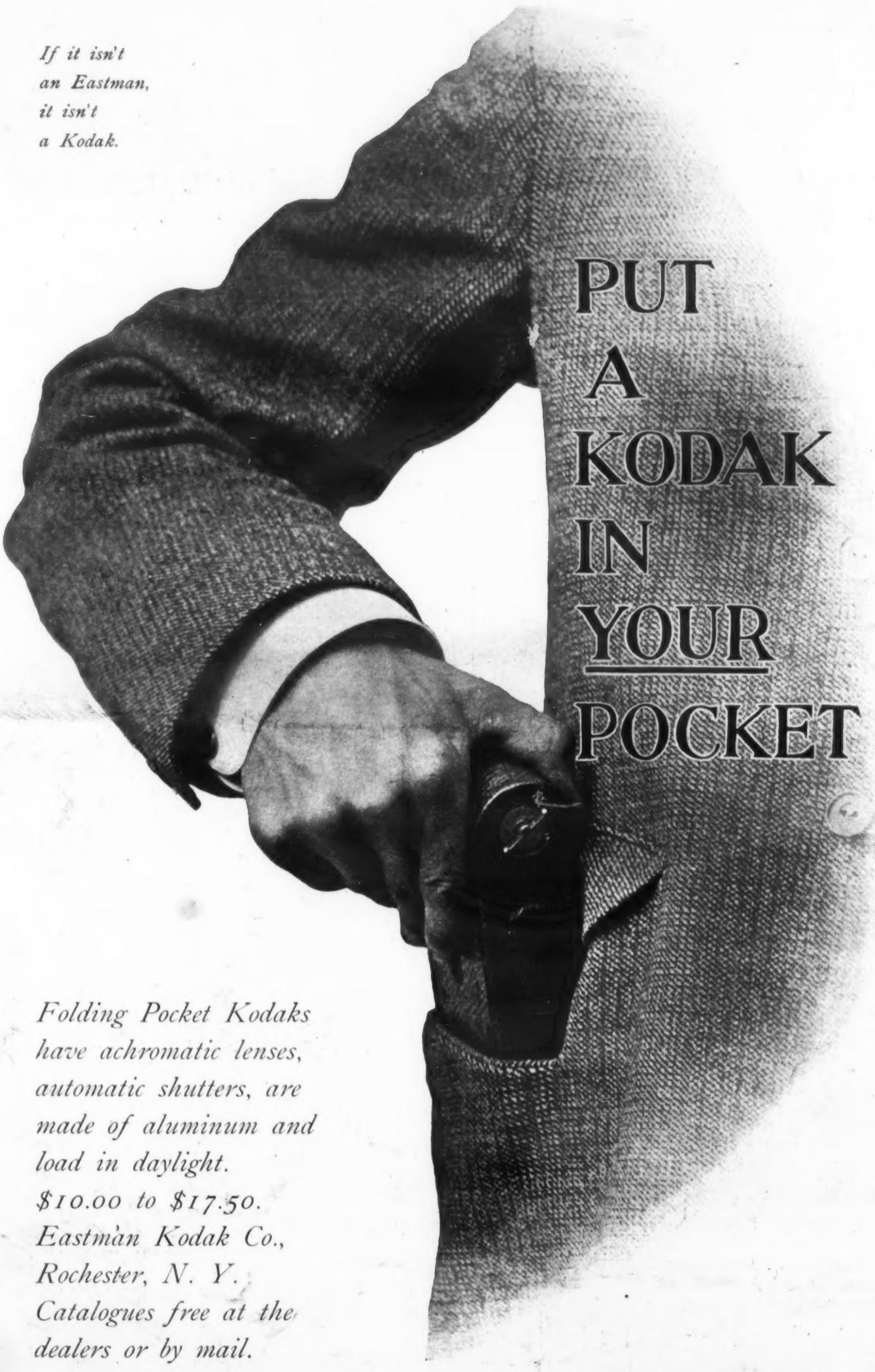
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